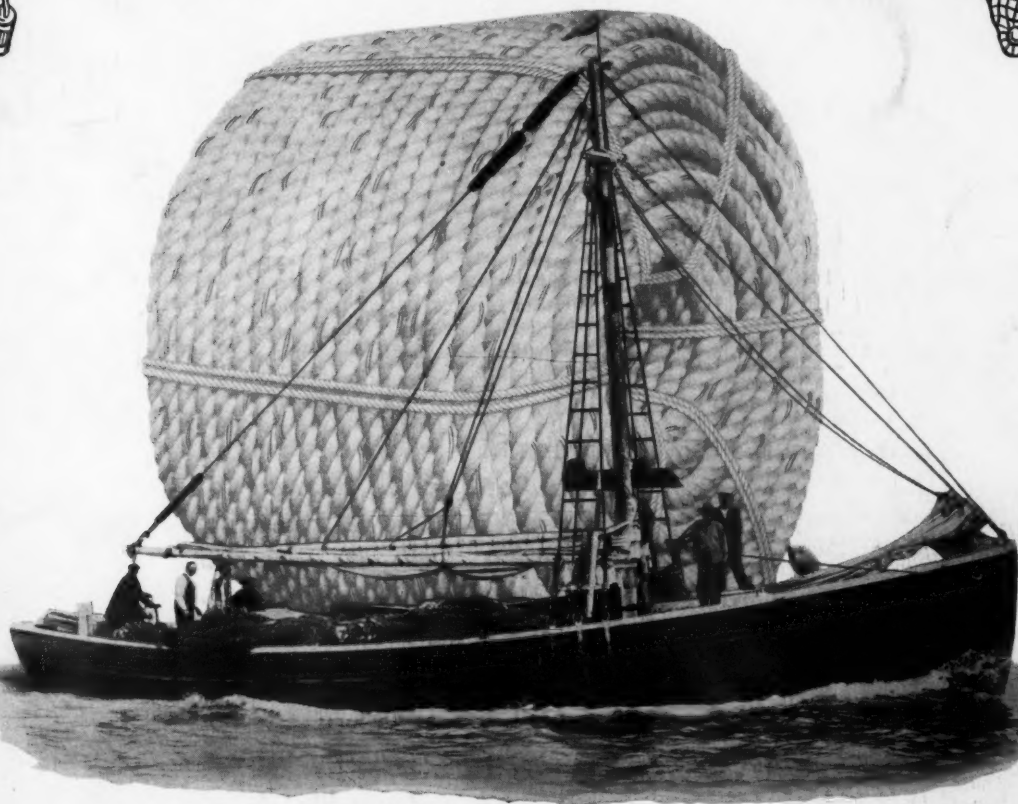


# ATLANTIC FISHERMAN

VOL. XI.

Registered U. S. Patent Office  
MARCH, 1930

No. 2



## Columbian Looms up at Refitting Time

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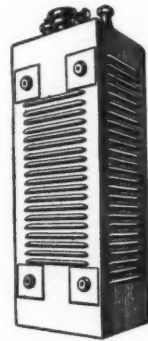
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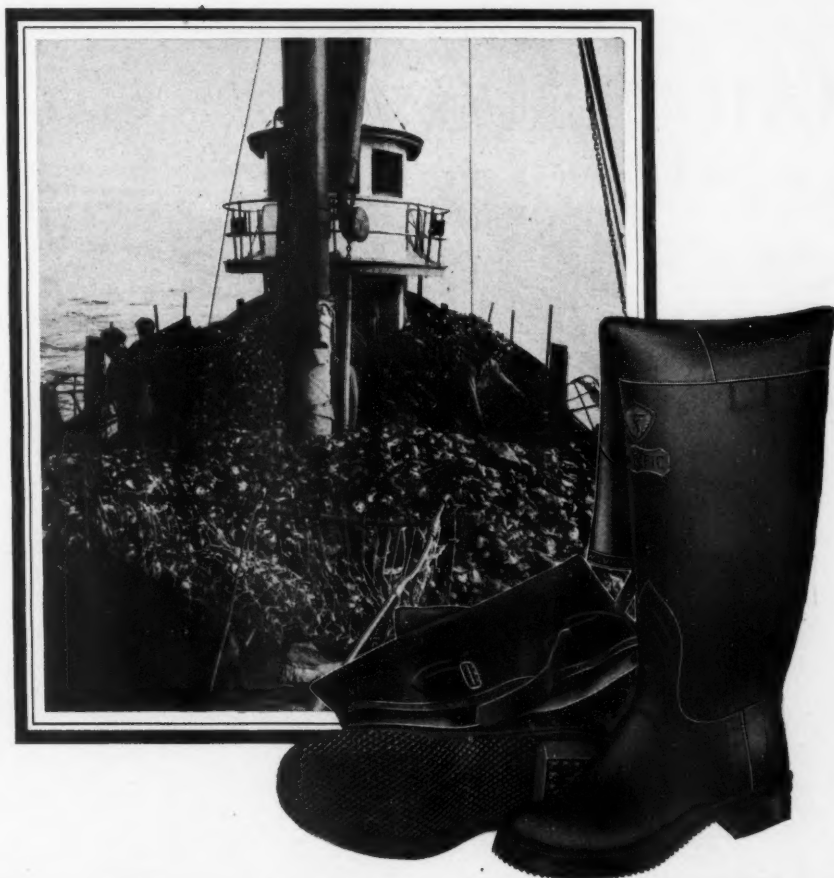
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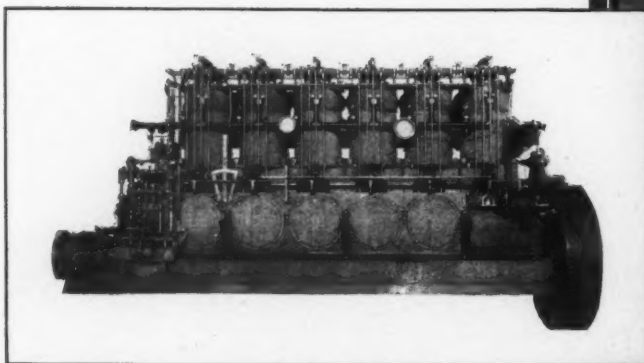
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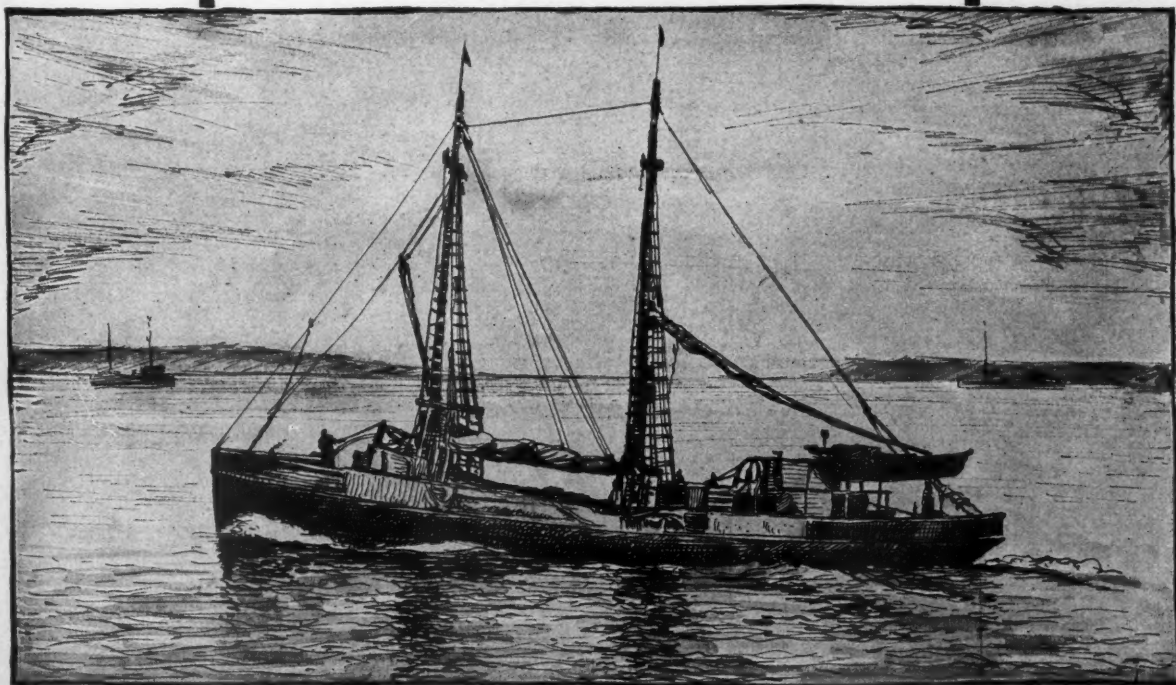
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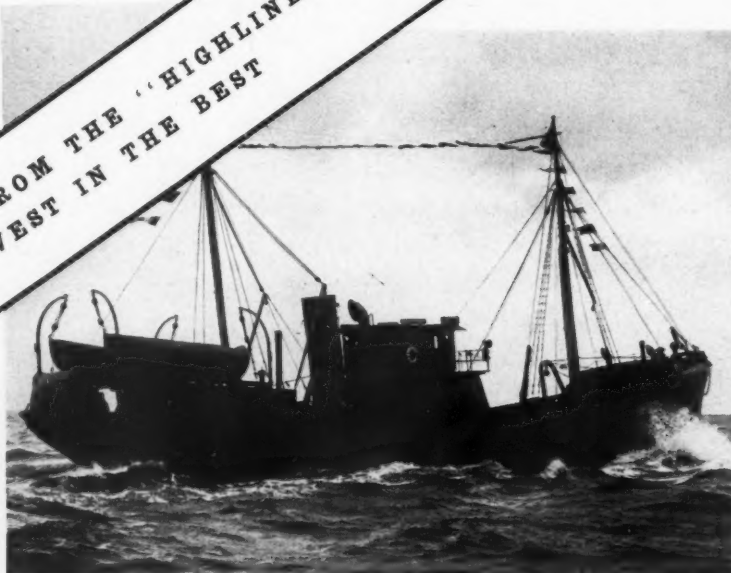
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*The schooner "R. Eugene Ashley", owned by Captains John G. Murly and William Hayes of New Bedford, and powered with a 6 cyl. Cooper-Bessemer Diesel of 170 H. P. This vessel is 90' long, 19' beam, 10' depth and 76 tons gross. She carries a crew of 8 men and can ice 100,000 pounds of fish.*



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New vessels! New rigging! New nets! These were the demands of New England fishermen when the waters of the Atlantic had calmed after the War of 1812. The fishing industry had begun to grow. Yet only recently has this great industry demonstrated its unlimited possibilities as a result of improved refrigeration and fast transportation.

Identified with the fishing industry more than a century ago was a hemp dealer in St. Johnsbury, Vermont. Thaddeus Fairbanks sold hemp that was made into the cordage used by those pioneer fishermen. It was while engaged in this business that Thaddeus Fairbanks—impatient with the crude weighing devices of his time—conceived the system of weights and levers which is the foundation of every modern scale. 1930 begins the Second Century of the organization which was founded to manufacture Fairbanks Scales.

Today the fishing industry is confronted with problems that did not concern its pioneers. Fishing has been commercialized. Supply has been stepped up to meet an enormously increased demand. Rigid schedules must be maintained. No longer can fishing vessels wait upon the vagaries of the wind. Yet costs must be kept down if favorable profit margins are to be maintained.

Here, again, Fairbanks-Morse is allied with the industry, the growth of which has paralleled its own. First, hemp for cordage. Then, scales



for weighing fish. And now Fairbanks-Morse Diesel Engines which supply the dependable, low cost power essential for modern fishing vessels.

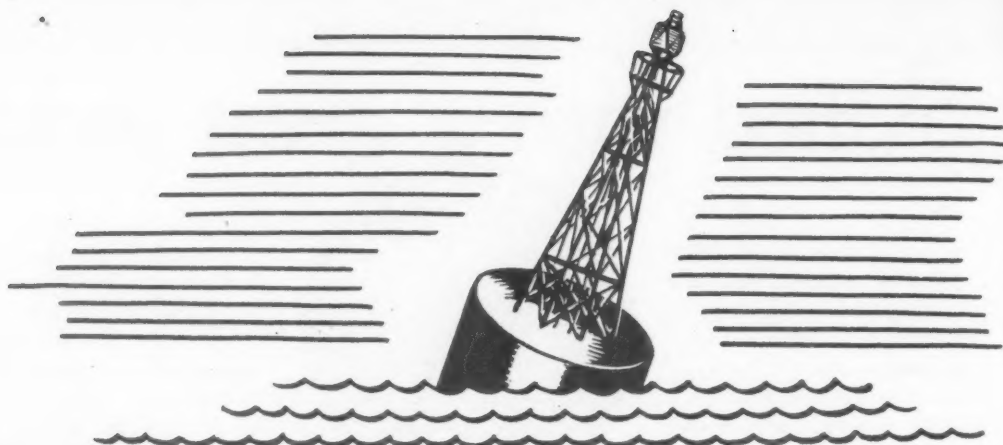
On the Atlantic and on the Pacific, vessel and fleet owners are turning to F-M Diesels for main and auxiliary drive. This trend is natural. In Fairbanks-Morse Two-Cycle Airless Injection Engines—built by the largest Diesel manufacturers in the United States—the basic advantages of Diesel construction are brought to their highest point of efficiency. The advantages of F-M Diesel power for fishing vessels are sketched briefly on the following page. You will be interested. Definite facts regarding the savings and improved efficiency which Fairbanks-Morse Diesel power makes possible are available, without obligation to you.



## FAIRBANKS-MORSE DIESEL ENGINES







# Charted waters



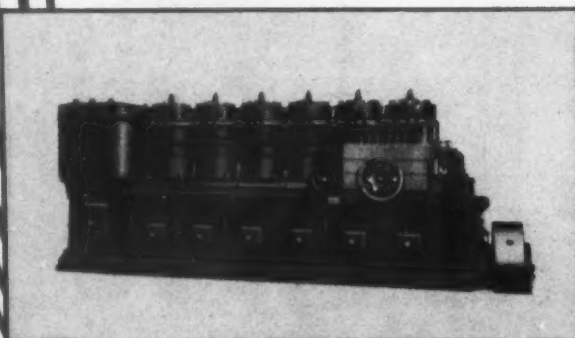
Looming ever larger on the marine power horizon, is the Fairbanks-Morse Diesel Engine—a trusty beacon that guides craft into the Port of Economical Power. The course is marked. Results are sure.

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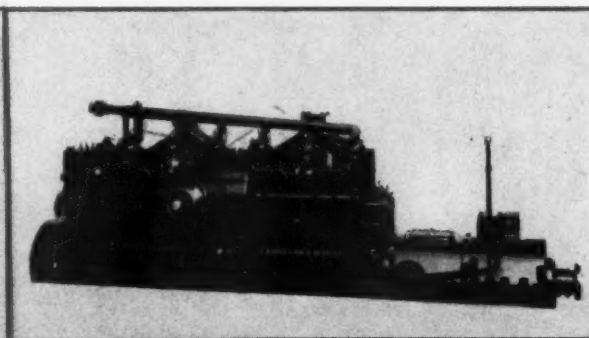
Fairbanks-Morse Diesel Engines are built in several models and in many sizes from 25 to 1200 hp. Thus there is an F-M Diesel to suit the main drive and auxiliary requirements of most types of craft. Builders and owners find it advantageous to use F-M Motors, Generators and Pumps—as well as F-M Diesels—thereby centralizing responsibility in *one* dependable organization. Fairbanks-Morse service stations are located in principal ports the world over—facilities unequaled by those of any other American manufacturer of Diesel engines.

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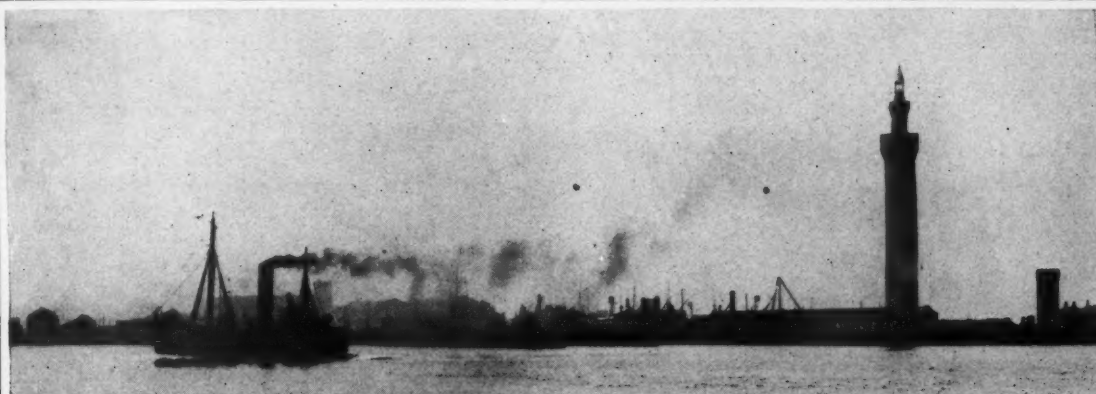
Pump scavenging Model 37 Marine Diesel with oil cooled pistons and continuous pressure lubrication. Sizes from 250 to 1200 HP.



Model 34 Marine Diesel with gear type transmission and reverse gear. Sizes from 25 to 70 H. P. Other Models in sizes from 75 to 360 HP.



## FAIRBANKS-MORSE DIESEL ENGINES

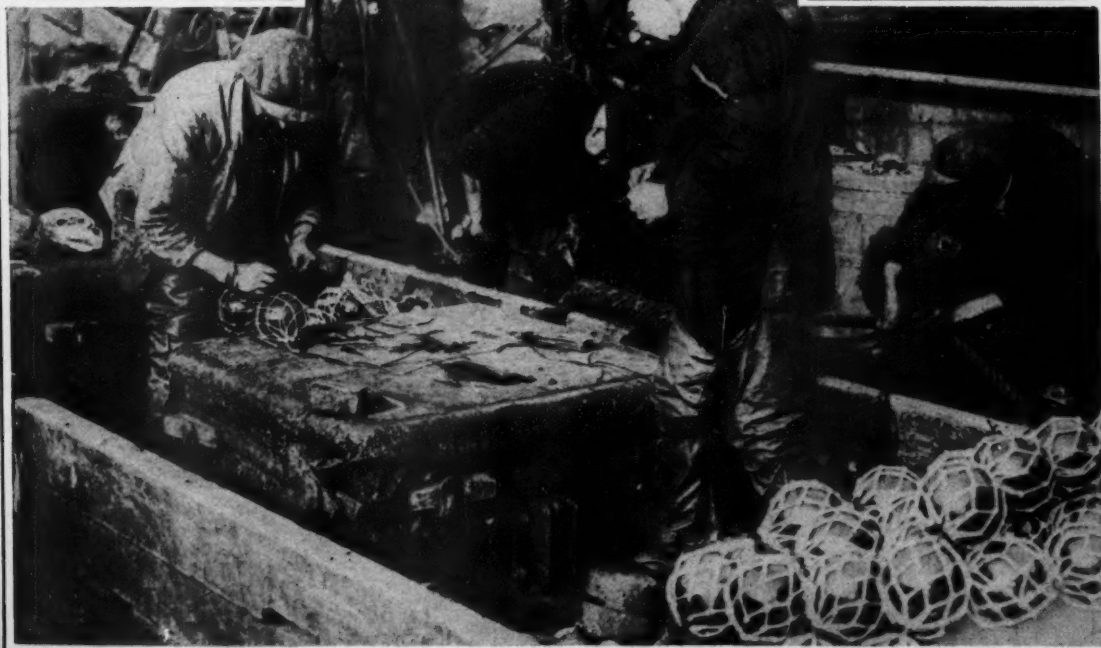


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# ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

"The Fisherman's Magazine"

Published Monthly at 92 West Central St., Manchester, N. H.

ATLANTIC FISHERMAN, INC., Goffstown, N. H.

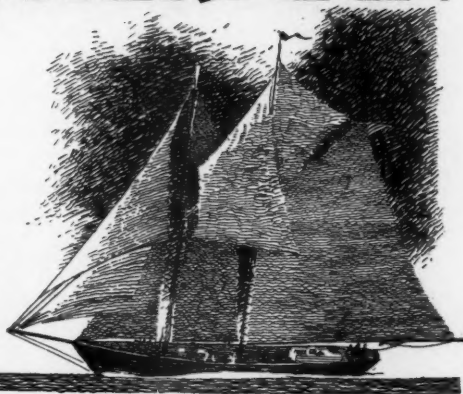
P. G. LAMSON, Publisher and Editor

10 cents a copy

\$1.00 a year \*

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The purpose of the ATLANTIC FISHERMAN is to be a factor in the industrial growth of the commercial fisheries. To this end, the magazine is dedicated to the prime factors, in effect the creators, of the industry—fish producers, men who either fish themselves or who are instrumental in production through immediate interest in floating property. The ATLANTIC FISHERMAN serves its readers by discussing fishery topics; by presenting new methods, gear and designs, by being sufficiently interesting to afford relaxation from the strain undergone by those who follow the sea. While we realize that successful rehandling and re-selling are vital to producers, experience shows that the division between distribution and production is so distinct in the fishing industry that it is impossible to serve both faithfully. Therefore, the ATLANTIC FISHERMAN is published exclusively for producers—captains, owners and crews of fishing craft.



VOL. XI

MARCH 1930

NO. 2

## Five Hundred Varieties of Fish at Key West

Where President Hoover Went Fishing

TALK about fish! Well, one can't help talking about fish at Key West, Florida, when there are more than 500 varieties caught in these blue waters.

One of the most delicious dishes this Southern port is famed for is common every day "grits and grunts". The grits are known wherever one may go, the grunts are the pan fish that are caught by the thousands off the banks near by and brought in each night where they are sold on the wharves.

Somehow one forgets about meats when he enters a dining room here and just naturally orders fish. The menus do indeed offer a wide variety from turbot to moonfish; crawfish, stone crabs, barracuda, jewfish, grouper and scores of others.

The so-called Florida or spiny lobster is commonly called a crawfish here although it is of the lobster family (*Paniburus Argus*). It resembles the New England lobster only in the body having antennae instead of claws. Fishermen of the Keys make a living catching these lobsters.

The meat is rich in vitamins and iron and has been known to cure several disorders of the body when included regularly in the diet of the patient. These spiny lobsters are used for about every purpose that the New England variety are used and local chefs prepare them in more than 100 different dishes.

These southern lobsters carry well under ice, raw as well as cooked, and do not lose their flavor when out of the water a good many hours. They are night travelers and are seldom seen crawling in the day time. They hide under rocks and sponge baskets on the bottom during the day and forage at night.

They shed and spawn once a year and each female of adult growth carries about 500,000 eggs. Of course only a small percentage of these hatch as they furnish free lunches here as in the North to dozens of denizens of the deep, particularly the mangrove snapper and mutton fish.

These spiny lobsters are very sluggish in their movements while crawling, but if startled will scoot astonishing distances with each flap of their tail. They always swim backwards and grow to weigh up to 10 and 12 pounds.

When it comes to vast numbers of fighting, leaping game fish, these waters furnish more thrills than a big game hunter may experience in the African jungles. Take the sailfish, for example, a huge chap reaching eight feet or more. He can swim at a speed of 60 to 70 miles an hour and does when first hooked. He can jump across 30 feet of ocean and has been known to leap more than 30 times when on a line.

The tarpon has even more tricks of releasing itself from the hook than has the sailfish. When caught he will wag his great head from side to side like a bulldog and has been known to throw a hook from his mouth 50 feet! One fisherman here this past winter was nearly struck by a tarpon when the giant fish leaped clear over his boat.

The tarpon is a heavier fish than the sailfish, sometimes reaching close to 200 pounds, while the sailfish runs up to 95 pounds in these waters. Nobody knows the purpose of the big caudal fin or

sail, although probably it serves as a sort of stabilizer when the predatory creature makes its mad rushes after smaller fry.

The great barracuda has rightly been named "tiger of the sea." It goes after bait like a shot from a rifle and will rush anything that moves, even a white rag tied on a line and hook. It will whizz through the water to the side of a boat and bite in two with its huge canine teeth a kingfish of its own size that is being hauled from the water. It resembles the Northern dogfish in respect to attacking captive fish.

Barracuda will weigh up to 50 or 60 pounds and when first taken from the water are gleaming, quivering, iridescent masses of silver.

Granting that the barracuda is rightly crowned "tiger



Barracudas with sprinkling of amberjacks taken by a group of Key West Rotarians in three hours.

of the sea" one must concede that the amberjack should be called the "bulldog." This fish weighing as high as 100 pounds, never jumps but always bores down.

A new sport this season has been provided by the saw fish, a monster that reaches 30 feet in length and is found in the shoals of the Florida Keys as well as in the Halifax and Indian Rivers along the East Coast. One proceeds slowly in a motor launch until he spies the big shadow on the bottom, then he hurls a harpoon into it and the fun begins! When he comes to the surface the saw fish will thresh his "saw", a bony projection of his snout, armed with flat-edged transverse spikes, in all directions. When firmly harpooned a sawfish has been known to tow a motor boat for eight hours before giving up.

Another monster is the giant manta or ox ray. This is the largest of rays and the broad wing-like fins give it a strange bird appearance when it is hooked and flaps over the surface. One of these strange creatures taken this past winter near St. Augustine weighed 1,285 pounds.



*Sailfish recently caught off Key West.*

The common grouper will often put up a tremendous fight, leaping from the water. He is splendid eating. And so is the plucky, battling kingfish who can also scrap and jump. Other fine sporting fish that are in table demand are the striped bass, sea trout, the enormous jewfish, snappers, yellow tail and many more.

Thousands of sharks are landed here and their hide is utilized for a very excellent sort of leather.

At the foot of Margaret Street a fleet of 150 or more fishing vessels are constantly landing the mammoth green turtles. These are slaughtered and cooked and made into delicious green turtle soup. Three varieties are seen here, the green, hawksbill and loggerhead. The greens are the most numerous and the best food values.

Hawksbills seem to be growing scarcer, the value of their shells having proved their Waterloo. Each good specimen carries \$70 in his shell overcoat. Key West has the only sea-turtle soup cannery in America which is something for the gourmet to consider when smacking his lips over the flavor of the article. About 50 turtles are shipped alive from here to the North every week.

## Barnegat Bay to Be Surveyed for Dredging

### Notes from New Jersey

By J. Richards Nelson

WORD has been given out by the State Board of Commerce and Navigation that a survey of Barnegat Bay is to take place this coming summer to determine the points where dredging is most needed, and that the dredging will be done shortly thereafter. The Board couldn't make a better choice of localities for dredging, as Barnegat Bay is the original body of shoal water that Christopher Columbus, or someone that came to this country shortly thereafter, described as "a lot of water but spread out thin."

The bay itself was quite a popular seed oyster locality up to about 1925 when the oysters suddenly decided to stop striking. In fact the set of 1924 was the last of any importance. This year the State Board of Shell Fisheries has decided to import spawners from another locality to see if that will improve the strength of the larvae.

There is very little commercial fishing carried on in Barnegat Bay. A few gill nets are set during the Fall and Winter when the weather permits. In the Spring there is always a heavy run of herring but they are usually worth very little on the market, most of the catch being consumed locally. Blue crabs are very abundant in the bay during the Summer months. These are caught by pleasure seekers, mainly by those that come down on Sunday excursions from Philadelphia and surrounding towns. About three years ago a couple of boys from Chesapeake Bay went up to Barnegat with their crab boats and did very well crabbing with trout lines. Some of the local people with money invested in property that was dependent on the influx of summer people for its value, objected so strenuously that a law was passed at the next meeting of the legislature limiting the number of baits usable on one line to five.

During the summer, sportsmen for miles around visit Barnegat Bay for the weakfish that they can catch. It is also very popular among yachtsmen having shoal draught boats. No less than four yacht clubs are situated on its shores.

#### Oysters

February gave us a real exhibition of summer weather with the thermometer touching eighty on one day. The warm weather made the oyster markets dull and a mere half dozen boats were about all that dredged at all regularly during the month.

#### Gasoline Tax

Considerable grumbling is going on among boat owners because boats are required to pay a gasoline tax just as automobiles do. When the tax was put on gasoline, the personal property tax was taken off the automobile, but still remains on boats. Even fuel oil is taxed by the State as well as gasoline. This is particularly hard on the fisherman, as he must add that two cents a gallon tax to the price he is already paying for fuel, and it cuts into profits considerably.

#### Crabs

Captain Walter Berry is dredging crabs with his boat. He is bringing in sixty or more barrels a day.

#### Captain Carlson's Dog

Captain John Carlson of Wildwood is said to have a dog that combines the luck of Lindberg, after whom he is named, with the swimming ability of a fish. It all came about when "Lindy" stowed away on his master's boat, *Edward*. Captain Carlson was on his way to the fishing grounds when the dog suddenly put in his appearance and jumped up on the cabin about the time the main boom jibed. Lindy was knocked into the Atlantic about three miles from shore. Captain Carlson put the schooner about at once but there was no sign of the dog in the heavy sea.

Some time later Chief of Police Young of Wildwood Gables saw a shaggy dog struggling in the surf and waded out and pulled him ashore. He was taken to the police station to spend the night but recovered his strength in a short time and disappeared. When the Captain returned home the following day he was greeted joyously by his pet.

#### Messrs. Yates are Back

Mr. Leroy Yates and Mr. G. Christy Yates have just returned from Florida. They brought a good coat of tan back apiece, and some near zero weather jumped from somewhere to meet them the day they arrived. It seems natural to have them back on the Bivalve Wharf.

# Capt. Carl Olson of Gloucester Reports Grand Banks Shifted

## Bureau to Study Spawning of Mackerel

### Hearing Soon on State Fish Pier

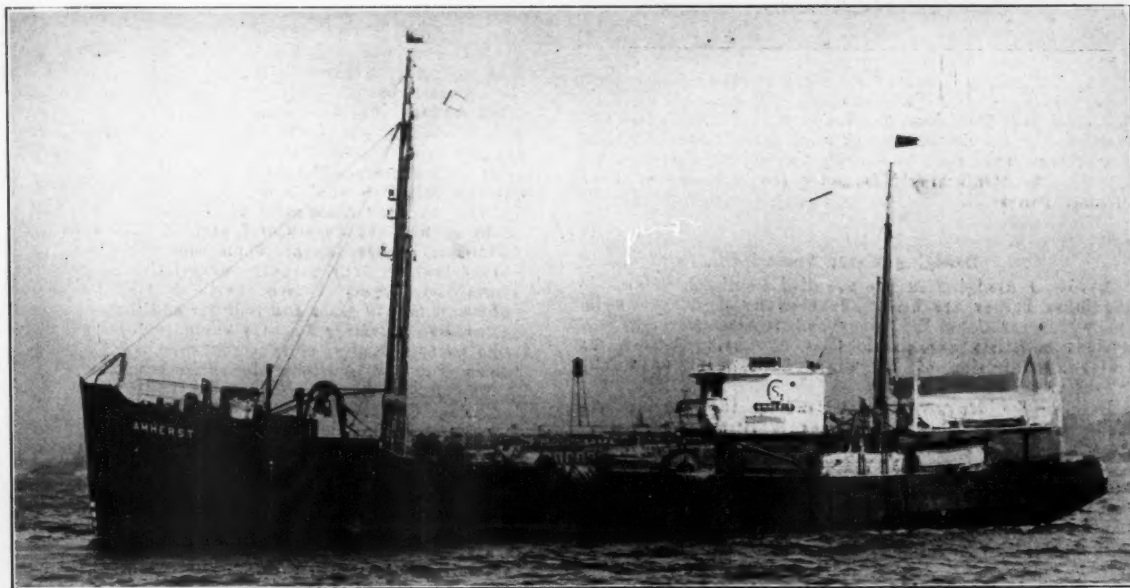
By E. A. Goodick

**W**HETHER the Grand Banks have been disturbed by the earthquake of November 18th last, is a much disputed question since the halibut fishermen have begun operations again. Schooner *Oretha F. Spinney* is back in port after four weeks spent on the banks, and her skipper, Captain Carl Olson, declared that he was unable to find the bottom for a 10 mile radius at the outer edge of the banks although he attempted soundings in 300 fathoms of water.

This report contradicts that of Captain Archie McLeod who reported that the earthquake, in his opinion had not affected fishing conditions. The report also upsets the views of experts who have claimed that no serious trouble

Stray mackerel have been brought in during the past month, from the fishing banks off Cape Cod, and officials are at a loss to explain their presence so far North at this season of the year, although the occurrence is said to have happened frequently in the past.

During the survey, the *Albatross* will ply the waters between Cape Cod and the Virginia Capes, and scientific data will be gleaned from specimens of small animals that float on the sea, which will be collected to determine, if possible, which species the mackerel feed on. A study will also be made of water temperatures, salinity of the ocean, and tidal currents, to follow the drift of the fish larvae.



The "Amherst", one of the three steel trawlers recently launched for the General Seafoods Corp. at the Fore River plant of the Bethlehem Shipbuilding Co. Equipped with a 375 H. P. Cooper-Bessemer reversible 8-cylinder Diesel engine, Bethlehem electric winch, Diehl generator, Bromfield combination Colo Diesel generating set, Bromfield electric worm drive fish hoists, Exide battery, Bethlehem and New England Trawler Equipment Co. deck equipment, Fathometer by Submarine Signal Co. and wireless set. Length 110 ft., beam 22 ft., depth 11 ft. 8 in., speed 12 knots, capacity, 200,000 lbs., crew of 14 men. The "Amherst" is in command of Capt. Reginald Burgess.

occurred during the quake. Captain Olson said he was forced to travel 130 miles northward before he located shoals at the usual depth.

The crew confirmed the story told by Captain Olson, stating that they tried a section about midway on the outer edge of the bank, a favored position at this time of the year at about 44 degrees latitude, but could not reach bottom with 300 fathoms of line. Although they made soundings at regular intervals within a radius of 10 miles, they said that they could not strike bottom.

#### Bureau to Study the Spawning of Mackerel

In the interest of the fishing industry, chiefly for the purpose of discovering the habits of the mackerel during the spawning season, steamer *Albatross* of the United States Bureau of Fisheries has sailed with a party of scientists aboard to make a 10-day study of conditions in Chesapeake Bay.

Oscar E. Sette, chief investigator of the North Atlantic for the Bureau, is in charge of the trip and has as his companions Edward W. Bailey, aquatic biologist and William C. Schroeder. All three are connected with the Museum of Comparative Zoology at Harvard University.

#### Hearing Likely Here Soon on State Fish Pier

A hearing in the city of Gloucester in the near future by the legislative committee on harbors and public lands was indicated following a session of the committee at which was heard the bill of Representative Harold B. Webber of Gloucester. The bill provides for an investigation by a special commission of the advisability of construction by the state of a fish pier in Gloucester.

Speakers for the measure urged that the committee visit the city on Cape Ann, to see and hear for themselves the public sentiment in favor of the proposition. In speaking for the bill, Representative Webber presented Capt. Edward A. Proctor of the Master Mariners' Association of Gloucester. Capt. Proctor said the congestion now is such that it is almost impossible to handle the fish business, especially on the first three days of the week. He said a state fish pier would bring business to Gloucester that is now forced by these congested conditions to go to Boston.

Other speakers included Capt. John A. Dahlmer, Capt. Gerry Shoares and Representative Martha N. Brookings. There was no opposition.





The "Winthrop", one of the three steel trawlers recently launched for E. O'Brien & Co., Boston, at the Fore River plant of the Bethlehem Shipbuilding Co. Equipped with Bethlehem winch driven through vertical shaft and bevel gear box, direct from main engine by use of the Kinney winch clutch. The "Winthrop" is under the command of Capt. Michael Powers.

#### Dredging Needs Presented

Needs of dredging in the so-called Southern channel in the inner harbor are being advanced by a delegation including Mayor John E. Parker and representatives of the various maritime organizations at a hearing before the waterways division of the State Department of Public Works at the State House.

Besides the Mayor, those attending the hearing are Kellogg Birdseye, chairman of the Maritime Association; Capt. Edward A. Proctor, president of the Master Mariners' Association; Capt. John J. Matheson, vice-president of the Fishing Masters Producers' Association; Benjamin H. G. Colby, Frank C. Pearce, Chaney N. Hall, and Manager Laurence J. Hart of the Chamber of Commerce.

The project is one that was proposed last year but deferred in favor of the Annisquam river dredging with the understanding that it would be taken up and receive consideration this year.

A delegation from the Chamber and Maritime Association appeared before the Municipal Council and at the last meeting the council passed an order approving the project and substantially agreeing to assume 25% of the cost.

Members of the local committee attending the hearing January 29 before the Department of Public Works came away hopeful that the State would this year undertake the dredging project in the inner harbor back of Five Pound Island.

Kellogg Birdseye, chairman of the Maritime Association, conducted the hearing. He stated there was no need of going into any lengthy arguments in view of the fact that the case had been presented in full last year. He did wish to emphasize the importance and need of having this channel dredged. "It is the only approach available to a considerable wharf area in that section which is used by several of our large fishing firms and yachting interests, and should be of sufficient depth, as to allow free movement of craft. Vessels of the fishing fleet are obliged to use these wharves at all times. The need of wharves in Gloucester is becoming increasingly important."

Capt. Edward A. Proctor, President of the Master Mariners' Association, stated that he represented an organization of over 200 men actively engaged in the fisheries, and that his organization had gone on record favoring the project and considered that the dredging of the channel was absolutely necessary and should be done.

Benjamin H. G. Colby spoke in favor of the project and also Chaney N. Hall, representing the Gorton-Pew Fisheries Co., Inc. Senator Cornelius F. Haley, Representatives Martha N. Brookings, Harold B. Webber and Manager Hart of the Chamber spoke for the project, and urged favorable consideration by the commissions. These speakers pointed out that Gloucester harbor was used not only by vessels of the Gloucester fleet, but by those of Boston and, in fact, by almost any of the vessels of the Commonwealth; and therefore should be considered on the basis of the public improvement, perhaps of greater need than under any ordinary circumstances.

Mr. Birdseye closed by stating that the petition was being presented by the Maritime Association and subscribed to by the Gloucester Master Mariners' Association, the Fishing Master-Producers' Association, the Gloucester Fish Exchange, the Gloucester Chamber of Commerce, the Italian and Portuguese gill-net fishing fleet, by various fishing and vessel outfitting concerns and by independent captains and vessel owners. He left with the commissioners duplicates of the original petition filed and letters of endorsement filed at the time of the hearing last year. He then extended thanks to the commissioners for allowing the Gloucester project to be heard first and the committee then left for another hearing.

#### Ask More Buoys for 'Squam River

A conference was held February 12, at 2 o'clock P. M. before the Superintendent George E. Eaton of the Bureau of Lighthouses, Second District at Chelsea, on a petition to be filed by the Maritime Association of the Chamber of Commerce, asking additional buoys in Annisquam River.

The following communication was addressed by Manager Hart for the hearing. The letter goes into the situation in detail and indicates what is desired.

The Maritime Association of Gloucester desires to take up with the Bureau of Lighthouses the need of additional buoys in the Annisquam River and in order that we may prepare our petition in proper form and support it with charts showing location of buoys now in place and indicate additional buoys considered necessary for safe navigation, we should like an opportunity, at your convenience, of sitting down with you to discuss the entire situation.

The Annisquam River is being used to an increasing degree by fishing craft and yachts in passage from Ipswich Bay and points eastward to and from Gloucester Harbor. It is used continually by all boats in our gill net fishing fleet in their daily operations. Records for the year January 1, 1928 to December 31, 1928 show passage through the river during that period of 4,368 vessels, fishing craft, yachts and otherwise of sufficient size as to necessitate the opening of the vehicular bridge, Blynmar bridge, so-called. The number of such craft increased to 5,244 from January 1, 1929 to December 31, 1929, a gain of 876.

The channel throughout the entire river length is winding and has many sharp and blind turns that should be marked. Visiting yachts during the summer months become stranded time after time and not infrequently the same happens to vessels of our gill net fishing fleet in passage to and from the fishing grounds.

Last year, the State Department of Public Works in conjunction with the city of Gloucester expended upwards of \$30,000 in dredging the southerly portion of the river to meet the demands for this increased traffic. Although this work has materially facilitated movement of shipping through the river and has enabled it to be used by vessels of deeper draft, the real value of the work and any subsequent dredging that may be done will only be had to the extent that the river is properly buoyed to enable the safe navigation at all times.

A committee was appointed some time ago to make a study of the situation. Several trips have been made through the river to accurately survey and check conditions and to determine what other markings should be placed in addition to those already existing so as to afford reasonably safe passage through the river by any craft at any time.

(Continued on Page 34)

## More Line-Trawlers Fitting Out at Martha's Vineyard

"Cygnet" Dan Brought in Half a Ton of Cod off Four Tubs

### The Vineyard Fishermen are Learning That it Pays to Cull Everything

By Joseph C. Allen

**W**E wind up the February log with the entry of the first real touch of winter that Martha's Vineyard has seen. Six inches of snow, seven inches of ice in spots, a temperature that hit two below at the lowest reading and the only real northeaster that has hit us in two years and that blew itself out in twelve hours. This is the only real disturbance of weather that we have had, as you might say, a couple of snow-furries previous being nothing to bother about and the last storm, coming as it did right at the end of the week, didn't bother anyone, for most of the boys had marketed and were at home.

#### Haddock

Taking things all the way from knight-heads to taff-rail, a general improvement has been noted all through the month of February. The haddock have hung on later than common and are still running at this writing although our old timers swear every day that they must leave soon.

#### Cod and Line-Trawlers

The cod continue to pick up, both in size and numbers and more line-trawlers are fitting out among the small-boatmen. Capt'n Dan Larsen, better known as Cygnet Dan, who is our most determined line-trawler, has stuck to his gear all through the winter and landed on fish first, for his patience. After he had brought in half a ton of cod off four tubs, the rest of the gang begun to take notice.

#### Yellow-tails

Yellow-tails continue to run heavy and the small boats are bringing in four to five thousand pounds to a trip all the time. These little fellows have to run four hours offshore to get 'em, but they average about three trips a week or better and count the fishing very good.

#### Blackbacks

Blackbacks are beginning to run too, the first appearance being about the middle of the month when the boys began to take some of those big ones, slightly smaller than a schooner's main-hatch. Each day since then they have shown up better and the prophecy of last month that we will have good spring fishing, still holds good or better.

#### Eels

More eels have been speared in the Vineyard ponds this winter than anyone has ever seen before. They run large and plentiful and the boys have been on the ponds in their skiffs whenever they couldn't do anything else. Last winter Edgartown had the heft of the luck at eel-spearing, the catch for three days running to several tons, some said six and some sixteen, but there were plenty. This year the run of heavy luck was in Menemsha Pond and Capt'n Ernest Mayhew, high-liner with the spear, yanked out a sugar barrel a day for several days in a row. Ernest is earnest at any undertaking and wields the spear with the rhythm and cadence of a side-wheeler's walking-beam.

#### It Pays to Cull

One thing that the boys are getting on to here is the fact that in shipping to New York, it pays to cull everything. There are some who don't bother, but most of the boys do more or less of it, if they have any amount of fish to ship. The western boats that put in here for harbor when they are otter-trawling, carry their barrels with them and cull as they drag and some of our gang do the same. In the case of yellow-tails, which are just about the lowest priced fish shipped from here, a difference of five to eight dollars a barrel has been noted when the large ones were culled out and packed separately. If they had been mixed, the price would have been set about half-way between that paid and the low mark for small ones.

The same thing applies to eels. Notwithstanding the fact that large eels went begging at Christmas time, the eel market is still good, and it is better when they are culled.

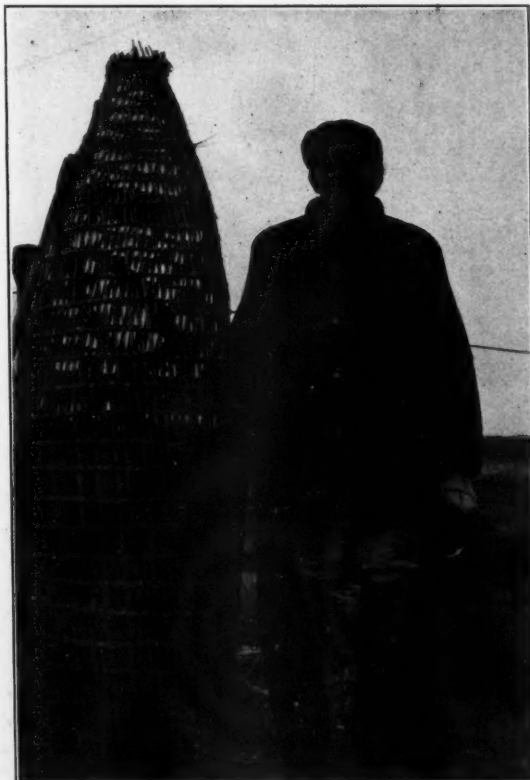
Returns one week on several lots showed that where the large mediums were packed separately, they brought about six cents a pound more than the mixed shipments. In most cases this difference is worth working for.

#### Scallops

The scallop season is over, or near enough to it and very few have been taken for some time. Our cape neighbors, at Chatham and Onset, had a sort of second chapter to their season due to a breeze that washed quantities of seed in on the beach and in the shallows. As these scallops were dying, permission was granted to take them and for a few days the catch was heavy. Prices are masthead high right now, but they went aloft late in the season and while the returns are up to average, because the catch was heavier, the scallop market in general was much slower than is usual. Warm weather and the labelling law were responsible. There is no need, in the opinion of our fishermen, of requiring the name of the town in which they were taken to be placed on every tub and can of scallops. It causes a great deal of inconvenience to the dealer and retailer, and it is almost impossible for a man to handle many scallops without unintentionally violating the law that prohibits mixing them. The simple label, Massachusetts Scallops, would give all the protection needed, as our lads view the situation.

#### George W. Manter

One of our famous old fishermen went to his long rest on the eleventh of February, George W. Manter, of West Tisbury. Mr. Manter had been a seiner and trap-fisherman for many years and had followed the pond-fisheries all his life. He was the last of the old-timers who followed the beach-eeling for the silver eels, and this is the first winter since his boyhood that he did not set his pots. He was seventy-nine years old and a year ago, when the picture was taken, tended his gear as usual. It is doubtful if another man remains on the island who can build such a pot as is shown in the picture. White oak splints, laced together with pine roots over wooden rings. Such a pot will hold up a horse when it is wet, and never break.



The late George W. Manter, West Tisbury, Mass.

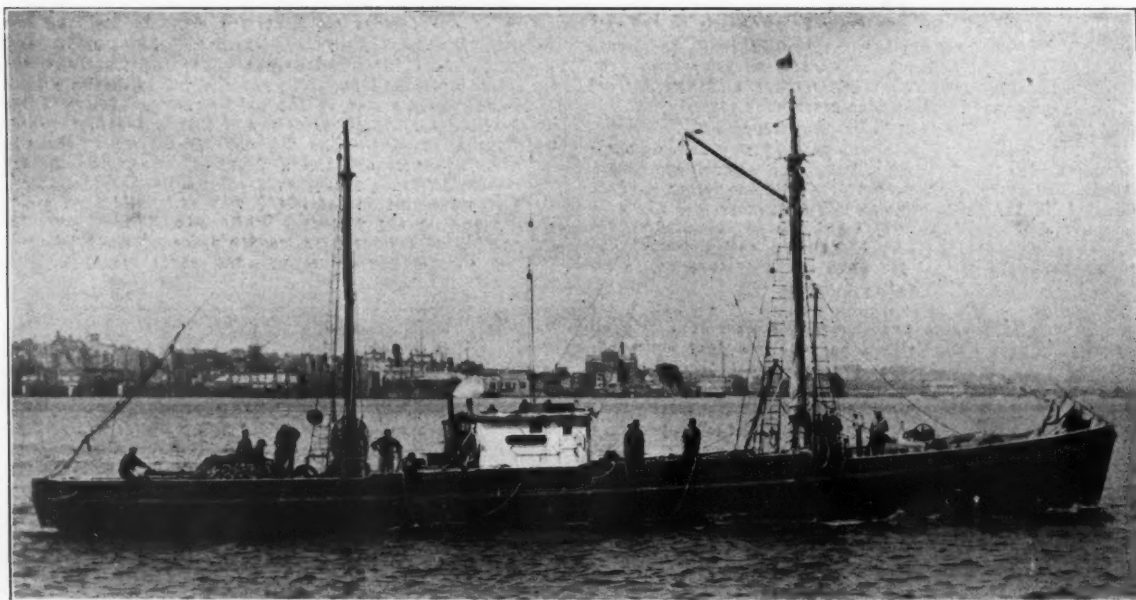
## Rhode Island Trap Fishermen Watching Legislative Action on the Conservation and Protection Act

### Rhode Island Notes

By Henry H. Brownell

THE annual legislative action in regard to the much discussed Chapter 1167, Public laws 1928, an act for the conservation and protection of certain fisheries, is awaited with bated breath by a large part of the trap fishermen of this state. It is known that a bill is being presented for a repeal of the above mentioned law, which seemingly gives control of the trap-fishing industry of the larger portion of state to the Harbor Commission. This law, passed in 1928, in the face of strong opposition of fishermen all over the state, has been a fruitful cause of much dissension and strife; it is actually charged that sabotage has been committed on some of the large trap gears, causing losses running into thousands of dollars. These acts were supposed to have been against the larger fishing companies who spon-

sored the unpopular legislation. It is claimed that the law in operation would deprive fishermen of their constitutional rights of free fishing.



The "Alden", Capt. Percy Firth, Boston. Photograph, courtesy Edison Storage Battery Co., Orange, N. J.

sored the unpopular legislation. It is claimed that the law in operation would deprive fishermen of their constitutional rights of free fishing.

Coggeshall Bros., stormy petrels of the Harbor Commission's nine year fight for control of the trap-fish industry through the permit system, had been very successful in defeating this object up until the Spring of 1928, when the Harbor Commission passed the present law, Chapter 1167, which although seemingly giving the Harbor Board jurisdiction, did not work out that way as the law has not been very successfully enforced.

Governor Case, in his annual message to the Assembly, called attention to the value of the fishing industry, and mentioned that quohaugs were a most valuable product of the fisheries that needed protection and development. He laid special stress on the fact that some of the fisheries laws were being continually evaded and suggested the need of a State Police boat to curb this tendency. The trap fish law was called to attention as needing a police boat for its enforcement and as a protection against acts of sabotage on the water. He also gave tribute to the excellence of the sport of swordfishing at Block Island, where he had spent his summer vacation.

The Newport Branch of the Narragansett Fishermen's

### Shell Fish Commission

A number of arrests have been made by Deputy Shell Commissioner Rose on Tiverton, in waters closed to dredging in Seaconnet River. Most of these involved Massachusetts boats. The Shell Fish Commission has been meeting with strong protest against leasing certain areas known to be natural quohaug ground, and are showing a tendency to be more unwilling to lease these natural beds.

### Captains Sowle and LeBlanc Lost

Capt. Leon Sowle and Capt. LeBlanc of Newport lost their lives some time around the first part of February. After leaving Newport in a strong northwest breeze in the gasoline powered *Oriole*, they were sighted only once by a passing craft somewhere South of Noman's Land. No word has been received of the *Oriole* or crew since. It is presumed that the 45-foot otto trawler became so iced-up and logy that she could not ride out the strong breeze that was blowing at that

time. A few days before a new 100 hp. Lathrop engine had been installed.

### Wear and Tear on Gear

Wear and tear on twine and rope has been unusually severe this last trapping season according to Coggeshall Bros. It is thought that the early Spring with consequently early warming of the water accounts for this. The subject of wear and tear in trap gear might be summed up in a few words, the wear was very severe, but the tear was terrific.

### Hook Trawling

Hook trawling out of Newport was a successful mode of fishing the last three months. Ten boats have been engaged the larger part of the winter in this line, setting one to eleven tubs of gear each.

### Capt. Grinnell's Elizabeth

Capt. Ed. Grinnell is lengthening his trap boat *Elizabeth* five feet in the middle, making her 29 feet over all.

### Prices

Whether the proximity of Wall Street to Fulton Market has anything to do with the price of yellow tails is a moot question, but there is no question that prices have been knocked into a cocked hat.



## Long Island Scallop Season the Best in Several Years

### Trap Fishermen Ready to Start

### Long Island Oysters in Large and Constant Demand

By J. E. Leonard

THE scallop season, which ended the first of March, on the whole has been more successful than any of the past five or six years. In spots where the stock was small, they were literally laying together in sheets. This has been a bone of contention for the scallopers to chew on since the first scallop was invented. There is a law against the taking of baby, or "bug" scallops, though perhaps not too rigidly enforced. A great many claim that these baby scallops should be allowed to mature, making a larger opened measure, with less handling. Others claim thousands would die or be winter-killed or blown on the beach by heavy winds, to be eaten mostly by gulls. At any rate, when a man can take four or five hundred dollars worth of scallops, and is only fined ten to twenty dollars for taking "bugs", this fine is only another small expense to add to his gasoline, oil and other expenses. Really not enough to worry about.

#### Sea Scallopers

Sea scallopers out of West Sayville and Bayshore have been kept inside by the rough weather during a large part of February, and the few mild days were eagerly taken advantage of. A few of these boats went south below Cape Hatteras for a few weeks fluke fishing with fair success.

#### Flatfishing

Flatfishing opened up again rather lean, the fish are small and not too many of them.

#### Codfishermen

Codfishermen are still working off the south shore at every opportunity. There has been a large local demand for this fish developed this winter and many fishermen or their friends have picked up a few dollars retailing them in the neighboring villages.

#### Eels

A great many eels have been speared through the ice and from boats this winter. The labor ashore has been scarce, and many inshore tradesmen as well as fishermen who work ashore during the winter, have made many a dollar spearing this salt water snake.

#### Trap Fishermen

Trap fishermen are putting in some busy weeks getting stakes, nets, etc., in shape to put in. About the middle of March these fishermen will make their start.

#### Good Lobster Season Needed

At Montauk the fishermen who have berthed at Edwards Bros. basin at Promised Land, are planning to start lobstering again this season. A good lobster season here would be a wonderful help to these men, as their persistence and perseverance under the past few seasons' poor catches, should meet with a higher award.

#### Oyster Farming

The oyster farming industry as a whole has weathered the recent period of business depression very nicely. The oyster grounds of Long Island are particularly adapted to this purpose, situated as they are, away from any dangers of pollution by sewage or chemicals from business industries. The towns bordering these waters are very strict on this subject and vigorously oppose any attempt to empty any sewage that might endanger the cleanliness and health of the oysters in their own and neighboring waters. This fact together with rigid laws and inspection by the State Conservation Dept., has built up the Long Island oyster industry to a stable footing second to none. Formerly considered a luxury the Long Island Oyster is now conceded to be a staple food of large demand.

#### Bill to Curb Beam Trawlers

A meeting was held in the Chamber of Commerce rooms at Sayville Saturday evening, February 8th, to discuss the proposed bill, evidently fostered by sportsmen, which is to be introduced shortly in the Legislature, to curb commercial fishing interests by banning the operation of beam trawlers within a two mile limit off the coast in this state.

What this might do to Sound fishermen as yet is not evidently clearly understood. John Matthews, Secretary of the Middle Atlantic Association, was the principal speaker of the evening. Fishermen from East Hampton, Promised Land, Patchogue and other villages were represented at this meeting.

#### Bill to Improve Shinnecock Canal

A bill has been introduced in the Senate by Senator George L. Thompson of Kings Park, and in the Assembly by Assemblyman Edwin W. Wallace of Rockville Center, providing for an appropriation of \$240,000 for the permanent improvement of Shinnecock Canal at Hampton Bays.

These improvements consist of sheet piling for bank protection of the canal, and new jetties for the Peconic Bay entrance, and other minor improvements. The canal during the months from April to November is a very busy place. Thousands of pleasure boats use it as well as a number of towboats and scows engaged in the oyster industry. Thousands of bushels of seed are transported through this canal as well as shell to provide a set for the young oyster spawn. This canal is being used more and more each year by thousands of pleasure craft operators, who have come to delight in this beautiful inland water way.

#### Greenport may be Shore Base for Marine Academy

Greenport is being considered by the N. Y. State Educational Dept. as a shore base for the State Merchant Marine Academy. With its fine harbor and large number of ship yards, it should be a very suitable site. The Academy trains an average of 100 men each year, fitting them to assume the duties of officers in the Merchant Marine.

#### Long Island Items

For a few weeks the fishermen in the vicinity of Montauk had a few small gold mines sprout in the waters near there. A number of rum-runners were forced to jettison their cargoes, when the chasers came too close or as in a few cases they run aground. Hundreds of cases of so-called scotch and rye were found floating or dredged from the bottoms. For a few weeks there were more beach combers there than in any part of the globe of a comparative area.

The officers and stockholders of the Sunrise Fish Co., held a banquet at a hotel in Bayport the first of February and enjoyed a bountiful supper. The officers of this company are William Van Vessem, President; Peter Schaper, Manager and Secretary; and Arie Schaper, Treasurer. This firm enjoyed a very successful season last summer.

During the recent cold snap when the South Bay was partly frozen over and the weather not permitting those not frozen in to go off shore, the fishermen there turned to one of their favorite winter sports, that is, scooter racing. This little craft equipped with runners is capable of sailing on water or ice, and under skilled hands is remarkably fast.

Charles B. Lane is now at his home, and retired, after serving for the past thirty years as a member of the Tiana Coast Guard Station.

The steamer *Emblane*, the property of the E. W. Bliss Co., which has been lying idle at its dock at Sag Harbor for the past six or seven years, has been chartered by the Morgan interests as a tender of Mother Ship to one of the contending racing yachts being built for the Lipton-America's Cup race next fall. She is now at Tebo's Yacht Basin at New York, where she is being overhauled and refitted for this purpose. George Carey of Sag Harbor, formerly engineer of the *Emblane* has shipped again in that capacity. The *Emblane* will be a work shop and provide living quarters for the crew of the cup defender.

#### Obituary

Capt. Leander A. Jeffrey of Bayshore passed away at the Southside Hospital, January 25th, of a complication of diseases. Capt. Jeffrey was a yacht racing skipper of international reputation. Born the son of Mr. and Mrs. James J. Jeffrey of Islip, he early in life began his boating career on the Great South Bay, and was one of the youngest commanders of sailing craft. Capt. Jeffrey received a great deal of his yacht racing education from Capt. Hank Haff, of Islip, commander of many defenders of America's cup. Capt. Jeffrey is survived by his widow and son, Capt. Leander A. Jeffrey, Jr., and several grandchildren. He was a member of Meridan Lodge F. & A. M. of Islip, and of Fire Island Lodge I. O. O. F.

## Unlawful to Fish for Flounders Between April 1 and Sept. 30 in Cape Cod Bay

### Captain Ed. Walter Smith has faith in the Fishing Future of Provincetown

By J. C. Johnson

GOVERNOR Allen attached his signature to "an act regulating the taking of flounders in certain waters in Cape Cod Bay" on February 18th, and now it is unlawful to fish for flounders in this area between April 1 and September 30. There is no limitation to the number of years this law will apply.

This is the most encouraging news Provincetown fishermen have heard in many a moon. They hope to see the Bay healthily replenished with flounders within a very few years as a result of this restriction. And the three-barrel-a-day average will be only a record of the past in the dark history of fishing affairs at the tip of the Cape. Also, the summer ban is expected to be the means of increasing the amount of cod and other species in the Bay and surrounding waters.

Some seem to think a marked change will show up in fishing next Fall after the closed season; others, more conservative, predict that the beneficial results of the bill will not be much evident before four or five years elapse and the spawn and partly grown fish have a chance to attain maturity. However, all hands are highly pleased that something has been done to combat a very serious situation.

This is the text of the new law: "No person shall take flounders, by dragging or trawling, between April 1 and September 30, both dates inclusive, in any year, in the waters in Cape Cod Bay lying southerly of a line drawn from Race Point Light to Gurnet Light. Violation of this act shall be punished by a fine of not less than twenty nor more than fifty dollars."

#### Floundering Reviewed by Capt. Smith

Your correspondent learned some very interesting facts about floundering as it has been practiced in waters surrounding Cape Cod for the last forty-five years, during a visit with Capt. Ed. Walter Smith—the best authority in town. Capt. Smith is best known as an old-time whaleman. However, you can't name anything he hasn't fished out of these waters.

In 1884, or 1885, to the best of Capt. Smith's recollection, his brother, the late Robert W. Smith, and the late Daniel Atwood conceived and put into operation here the first flounder dredge on the Atlantic Coast. Then later, the captain, himself, skipped the second flounder in Provincetown Harbor. Those were the days when a boat caught fish!

"I could see this coming," he remarked significantly, speaking of the dearth of flounders here during our interview. "And I think the time will come when there'll be a slackup in offshore fishing. There has been a constant year-round drain of fish from the Bay. Local boats haven't made a practice of fishing for flounders in the Bay in the summer. But in the last few years boats from Boston have been sweeping these waters thoroughly throughout the summers."

"They've been shipping a great many half-size flounders out of here. Even with the summer closed to fishing I think it will be quite a long time before we notice any improvement. It takes a flounder not less than four or five years to attain full growth."

The captain asserts that the situation on Georges isn't very hopeful, either. He thinks fish will be cleaned out of this ground if the present high pressure rate of fishing by the big trawlers continues. "They're taking out heaps of scrod," he points out. "It stands to reason that when they clean up the big fish—the goose that lays the golden egg—and the young ones as well, that Georges will eventually be bereft of fish."

"I don't know any way you can regulate this condition. Our Government hasn't any more say about fishing on

Georges than France or Great Britain. But once, I remember, New York authorities took action to overcome a shortage of mackerel, and it worked successfully. So that the mackerel wouldn't be cleaned out entirely by the New York fishermen, the State limited the fisherman's license so that he could not start out until June. This rule was in force for five years. Bigger mackerel catches resulted."

The captain is something of a fish scholar in these parts. He has learned, for instance, that the yellow-tail, or deep water fish, spawn in February. His study of spawning conditions was rewarded one time when he sighted a broad milky track, which he traced to a school of eels that were swimming along in the act of spawning and by a process of going down and under the sand to squeeze out their spawn. His father, he says, always used a lead to sound on a rocky or mossy bottom when fishing for cod. When he found such a bottom he was always sure of a good day's work.

The local flounder boats will make Hyannis their headquarters early in March and begin fishing in Vineyard Sound. But the Sound is also pretty well cleaned out. Captain Smith recalls that a decade ago on Great Round Shoal Channel, southeast of Nantucket, a dredge would produce fifteen barrels in a single half-hour hoist and a 30 to 50 barrels catch for a day's work was not uncommon.

Captain Smith's story of how two Provincetown salts introduced the first flounder dredge on the Atlantic coast has a romantic flavor. There was a thrill to the venture and a great deal of secretiveness. Daniel Atwood, while browsing through a book saw some pictures of an ancient dredge used in England. He drew out his own model from these pictures, making such changes as he deemed necessary to meet local fishing conditions. Captain Smith's brother, Robert, was his partner and confidante, and for some time the pair worked over the contrivance. "They were pretty sly at it," chuckled Captain Smith. "Took great precautions to prevent others from getting wise to their idea." The two cronies met at Atwood's store every night and then locked themselves in the cellar. This strange conduct was the talk of the village; but somehow the two fishermen kept from telling the populace just what they were doing of nights in the cold, dark cellar.

And even after they launched their little dredger they managed to keep the idea secret. The contraption was locked in the hold and there it stayed until they got out on the grounds.

The dredger was named *Wanderer*. It was a twelve-ton, two-masted schooner. The dredge chiefly consisted of two iron shoes. These were round, tapering off at the rear with a sledlike effect. Each shoe stood upright, about two and a half feet in height, and the two shoes were fastened together by a ridge pole, either end of which was fastened tight in a hole at the top of each shoe. The width of the shoe at the top was about 2 or 2½ in.; at the bottom it was 3 or 4 in. wide. The bag trailed behind the shoes. Two ropes extended from either shoe to a block and a single towing rope went from the block to the boat.

But it was an unwieldy contraption at best, not flexible and easy to handle as the auto trawl now in use. Then, there was only sailpower and the two pioneers found dredging extremely laborious. Sometimes they might get a barrel to a dredge. And they limited their fishing to the harbor waters.

"They kept it up for a couple of years", the captain relates. "That was when I was in the West Indies trade, master of the *Mary Ellen* and handling a general cargo of coconuts, logs and whatnot. Then a man named Tyler took it up after Mr. Atwood died. He quit after a while and nobody went floundering for two or three years."

"Our catches averaged around 3 or 4 barrels on a 7-hour day. Up until then floundering was done mostly in the harbor. I think Alfred Mayo, who now lives at the East End, was the first to dredge in deep water, off Wood End on the ocean side and in the Bay. I kept floundering for ten or twelve years and I was auto-trawling before I got through."

"I well remember one drag that produced a full 25 barrels while I was fishing off Wood End. It was at spawning time. We took out 12 barrels; had to cut a hole in the bag and pitch the fish into dories. We didn't save more than half the fish; had to let the rest go to the bottom."

Captain Smith's craft was a 15-ton boat. He used a 25-foot net of common 18-thread cotton twine.

Now when it is calm the Provincetown boats are absent from the moorings, but in Captain Smith's day, when fishermen depended solely on sailpower, they welcomed winds, for on calm days they were forced to stay at home. Fishing has changed immensely since this veteran of the old Provincetown whaling fleet was in his prime. Captain Ed has faith in Provincetown's fishing future, however. "I think there'll always be fishing here," he says. "Though some seasons we do poorly there's bound to be an occasional crackerjack season to help make up for any setbacks."

#### The Flounder Dragger and His Gear—The Experience of Capt. John Santos

A "wreck map" of the Cape Cod coast shows that more vessels went down to Davey Jones' locker in the region off Race Point than at any other section along the Cape ocean shore. And no one is better aware of this than the lonely flounder dragger. There's always something happening to his gear. Often the drag comes in contact with the ruins of some old wreck. Several fishermen have lost their nets this way. Also, in some places where the draggers fish hereabouts there is a rocky bottom and consequently nets suffer great damage. The draggers nowadays have to cover a considerable area to get even a meagre catch—and with thoroughness—so there is really no way for them to detect the hazards until the boat is over one.

Capt. John Santos, bemoaning that "this is the poorest flounder season in years and things look very bad for the draggers", contends that he is having no end of trouble with repair bills, upkeep, cost of new gear, to break even. Every two months Capt. Santos must have two new lines (2½ in. manilla) of 100-fathom length to replace lines used to tow the bag that have been worn out. Dragging in these waters, it seems, is especially hard on lines. Then there's the fuel bill—Capt. Santos spends \$15 to \$16 on gas and oil every day he goes out. It's heartbreaking, therefore, to return at 6:00 in the evening after being out since 3:00 a.m. with no more than three or four barrels of flounders on deck, "and poor fish at that", says Capt. Santos.

"Ten years ago when I started floundering," the Captain said, "I used to set out at 5:00 in the morning and return at 4 p. m. with 10 or 12 barrels of good fish aboard. Nowadays what fish we do catch are mostly yellowtails."

#### Provincetown Items

In the last month power dories and draggers have averaged two or three fishing days to a week. There have been perfect days when some fishermen exhibited a "what's the use" attitude while letting their craft swing at the moorings rather than risk the expense of a trip and get no fish. Nineteen boats went out Saturday, February 15, and the total catch didn't come to 75 barrels. Normally they should have brought in 150 barrels. Twelve dories also went out and they landed only 7,000 pounds of cod and haddock—an average catch for a single dory in good fishing times.

The draggers hope for better luck when they move on to Hyannis for the annual flounder drive there in the middle of March.

An old-fashioned blizzard struck the tip of the Cape over Saturday night, Feb. 15, the natives awakening Sunday to look out on huge drifts piled up in streets and at doorways by a 60-mile nor'easter. Many had to dig tunnels to see the sky again. Freight service was disrupted for a couple of days, stalling New York and Boston fish shipments. The main highway down the Cape was blocked up by huge drifts and Provincetown was isolated like an island for more than twenty-four hours. Truck service, of course, was called off. The coldest day of the winter was registered on the 17th, the mercury dropping to a minimum of 2 above—which is unusually low for Provincetown.

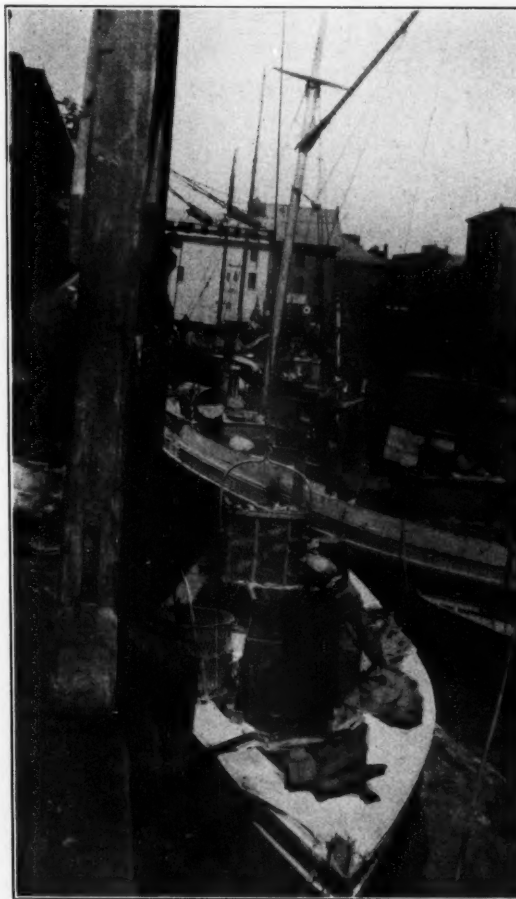
Two Eastham fishermen told of a painful experience they suffered in the big storm. They are Fred Turner and John King. Both are nursing frozen ears and several frozen fingers. They had gone out to the Bay to fish, then lay over for the night and resume fishing Sunday. During the wicked night their little craft was slapped ashore at North Eastham. Early the next morning they managed to float her and start back home. Heavy seas were running by this time and they smashed the pilot house window, stove in the cabin and nearly swamped the boat. The nearest point of shelter was Wellfleet. The boat couldn't make it, however, so Turner and King were finally compelled to land at Blackfish Creek, Wellfleet.

## Beam Trawlers and Hampton Boats Have Been Giving Portland its Fish

### Smelt Fishing Through the Ice Has Been Good at Surry, Maine

### Cooper Dam Project to the Front Again

By Alfred Elden



Taking out the Hampton boat fisherman's catch.

NOBODY likes to wish time away, but probably no class of honest toilers will welcome Spring with greater joy than the fishermen. This has been one of the toughest winters for the vessel fishermen in several years. Through January and February, the big schooners lay at the fish wharves, or if they did venture outside, had to return without making a set.

Never has the discomfort and the peril of winter fishing from dories ever been more in evidence. A dory is as able a craft for its size as floats, but to set a man adrift in one off the fishing banks on a zero winter day, sea running and storm threatening, is a—well, one recognized authority on the fisheries says it should be prohibited by law.

No wonder it is becoming harder and harder to ship capable crews of Yankee fishermen. The younger fellows simply won't take the chances, suffer the exposure and do the hard work dory fishing requires. The beam-trawlers certainly have the call. The launching of a new fishing schooner is an event today, but there is a steady stream of draggers



sliding down the launching ways. These and the small Hampton boats have given Portland most of its fresh fish for the past two or three months.

The trawlers land the fish at Boston and it is a matter of only a few hours before Portland gets its quota by rail. The small boat fishermen of Casco Bay have also watched their chances and by dodging out a few miles, making a set or two, and then scurrying back to port, have largely supplied the local market. For such short trips outside they are able to make quick runs where the vessels have found it impossible to make the longer trips to the banks.

#### Smelting

In Western Maine the smelt fishermen who fish through the ice report the fish as large but not nearly so plentiful as in past years. Over east they are having better luck. At Surry more than 300 have been engaged at this sort of fishing with about 200 shanties set up on the ice. More than \$1,000 worth of fish have frequently been taken in a day. One fisherman in February got 193 pounds and several took 100 pounds. They have been bringing the fishermen from 20 to 25 cents a pound.

Smelt fishermen on the Arrowsic flats at Bath complain that automobilists riding on the icy surface of the ice frighten the smelts away so small catches are being made.

#### Cooper Dam

Well, the Cooper Dam Project to harness the tides of the Bay of Fundy and furnish vast hydro-electric power is again in the limelight. President Hoover's recommendation that Congress appropriate \$45,000 to pay its share of a joint investigation with Canada to determine just what effect the dam will have on the fisheries has again set the ball rolling. It seems to me there is a lot of misapprehension about this enterprise.

As I understand it both the State of Maine and the Federal government granted the required rights and it looked as if Canada would do the same when there came a stumbling block. Some, although by no means all, the Canadian weir owners inside the dam wanted to know if they would be reimbursed if their weirs failed to catch fish. And then to cap the climax Dr. A. G. Huntsman, Canada's well known biologist, expressed the opinion that the sardine herring fishery of Passamaquoddy Bay would be ruined and that the dam would play hob with its other fisheries.

So when it came time to extend the Canadian charter that had been granted Cooper previously—well, the extension was refused. According to my understanding that ended the thing so far as Canada is concerned although various committees have been appointed to make "further investigations" in Canada, the implication being that if it should eventually be decided the benefits the dam would bring might more than offset the harm it did the fisheries, why Cooper could apply for another charter and if what he asked seemed fair, he might get it. So there you are. Time will tell.

Quoddy fishermen told me last fall that out of 400 Charlotte County weirs in Passamaquoddy Bay, only about 100 are located inside the project, the rest being outside. They also estimated that all the other fisheries inside the dam amount annually only to about \$15,000! Moreover, many of the fishermen and other authorities on the fisheries do not agree with Dr. Huntsman and feel that none of the fisheries will be seriously hurt.

The dam provides more than 100 30-foot gates which would be open on the incoming tide permitting the herring schools and other fish to swarm through into the great storage basin of Passamaquoddy Bay as they do today. It is well known that herring will go through the smallest openings, even the spaces between weir stakes when their enemies are chasing them. There seems to be no way to determine how much effect, if any, the dam will have on the fisheries except by building it.

No sardine factory men with one or two New Brunswick exceptions, are opposing the dam. One Eastport packer told me that if he never got another herring from the waters inside the proposed dam, he could obtain outside all the fish he required. This is evident from the proportion of weirs inside and outside. Moreover, even the progressive fishermen of Quoddy admit themselves that weir fishing is rapidly becoming an obsolete method of taking herring. Very few weirs are to be found west of Jonesport.

All along the western part of the Maine coast the fishermen use deep seines. Unlike the weir men they don't have to wait for the fish but go where the schools are. They go out into the deeper water among the outer islands and meet

the fish on their way toward shore in the early spring and follow them out in the same way even into very late fall.

The section about Passamaquoddy Bay of late years has suffered from serious business depression on both sides of the international boundary with no industrial relief in sight. Not only many individuals but whole families have moved away in order to secure employment sufficient for the necessities of life. Where Passamaquoddy Bay could once boast that it did the sardine business for the entire Atlantic coast, conditions have so changed that today it does less than half of that business!

In this connection it may be interesting to note where the sardine factories are now located: Robbinston, 2; Eastport, 8; Pembroke, 1; Lubec, 7; Machiasport, 1; Jonesport, 2; Addison, 1; Prospect Harbor, 1; Southwest Harbor, 1; Bass Harbor, 1; Stonington, 1; Brookline, 1; Castine, 1; Vinalhaven, 1; Camden, 1; Rockland, 2; Boothbay, 3; Yarmouth, 1; Portland 5; South Portland 2.

There is a lesser dam project which lies wholly within American waters but the Cooper interests naturally do not care to go ahead with this as long as there exists the possibility of carrying out the original vast power plan. The industrial history of all countries has been that where sources of cheap power became available, great development followed. It is not surprising that the majority of disinterested residents around Passamaquoddy are praying for a materialization of the engineering project which cannot fail to bring returning prosperity to a section which is now rapidly falling behind.

#### Lobsters on Offshore Banks

The beam trawlers give occasional evidence that there are plenty of big lobsters on the offshore banks. The *Saturn* recently scooped up on the northeastern edge of Georges, where the water was about 150 feet deep, a dozen crustaceans that averaged from 10 to 15 pounds a piece. They came up with a squirming mass of cod, haddock and other groundfish.

#### The Mysterious Mackerel

The mackerel, that mystery fish of the sea, is acting even more mysteriously than usual this winter. In years past the last specimen of the season is seldom taken later than Christmas. But all through January and February hardly a day passed that stray mackerel was not found mixed in with the fares of groundfish brought in to Boston.

#### New Schooner for Portland

Portland's first new fishing schooner in the last five years is now nearing completion at the Reed-Cook yard in Boothbay Harbor. It is for Captain Reuben H. Doughty, former owner and master of the *Alice M. Doughty*. The new craft will be 80 feet overall and have an 80 hp. Diesel auxiliary motor. Captain Doughty is in command of the *Rita A. Viator* until he gets his new vessel.

#### Portland Fish Co. Has Fire

A two alarm fire caused about \$25,000 damage to the buildings occupied by the Portland Fish Company on Holyoke Wharf. It started from a stove in the net room and the flames gutted the shed in which large quantities of nets were being made ready for Spring fishing. The fine power fishing vessel *Pofisco* moored alongside was cut loose and towed out into the harbor without damage. The company carried partial insurance.

#### Annie Louise Going into Commission

Portland fishing schooner *Annie Louise*, owned jointly by the Portland Fish Co., and The Harris Co., is being fitted with a new Diesel motor and will go into commission in March. Captain Austin Snow, now a member of the crew of the *Albert W. Black*, will be in command.

#### Underwood Plants

Early in February the William Underwood Company, shut down its packing plants at Rockland, McKinley and Jonesport. Since December they had been giving employment to nearly 500 persons taking care of the winter clam pack. An influx of Canadian packed clams at about \$1.15 a case, however, a lower figure than American canners could meet with profit, was responsible for the shut down. It is said that lack of adequate tariff on Canadian clams is to blame. The Underwood factories are not likely to operate again until the opening of the sardine season April 15.

#### The Measurement of Fish

The passing of Dean John S. Cobb, of the College of Fisheries, University of Washington, Seattle, recalls his ruling on the proper way to determine the length of a fish. Professor E. Victor Smith, of the University, declared that since the state specified no way in its game laws, that the measurement

should be from the tip of head to the tip of tail. Dean Cobb, however, said the fish should be measured from the point of "V" in its tail to the end of the lower lip. A Seattle judge sustained this ruling.

#### The Ways of Clams

George Wallace, the clam king of Quoddy, reluctantly tells a few of his secrets. One thing he says, "watch the tides." When the tides are running low, they leave uncovered flats that are not ordinarily dug over, and in these are found good digging. Clams also like to get in the shadow of a big rock, along the course of streams running into the ocean, and under old logs. A clam will get where the food comes from regularly like anything else. "Watch the weather, too," says George. "After an easterly I have picked up three barrels that the waves have rolled out. All ready for market with no washing necessary."

Fred W. Keene, of Calais, knows a lot about salt water denizens and speaks interestingly of his observations around the shores of the St. Croix and Passamaquoddy Bay.

#### The Pursuit of Fish by Fish

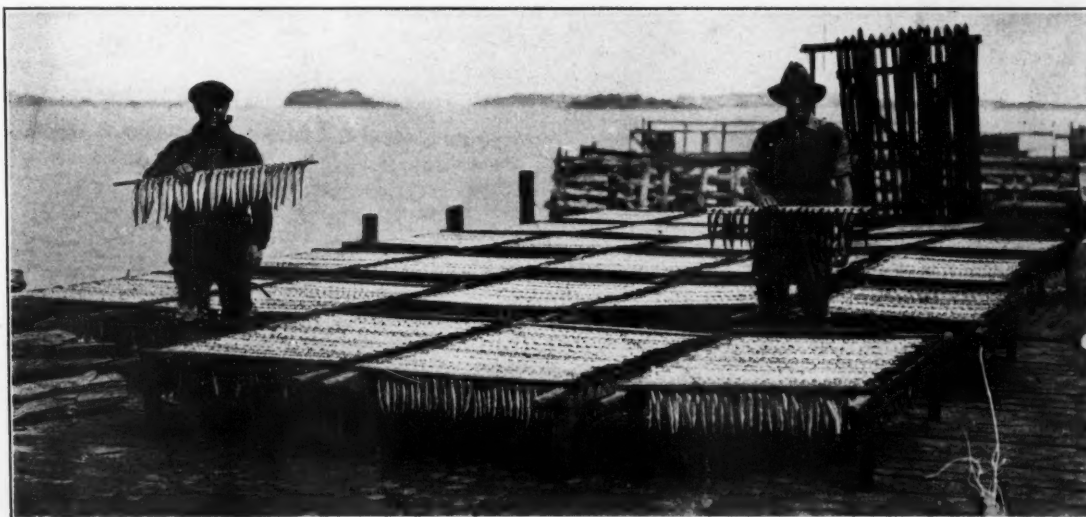
"The fish that brings in its train a whole seaful of fish," says he, "is the herring. When they strike on shore they are closely pursued, not only by gulls, hawks, ospreys and

## Smoked Herring a Product of Eastport Since 1808

### Rockland Shipping Lobsters to Detroit by Air Route

#### Notes from Maine

THE Eastport frontier and neighboring coast towns have long been noted for the many tons of large herring smoked in buildings on many wharves. Since Winter opened, the principal employment of many families has been preparing boneless herring from the large supplies received early in the Fall when fish are often plentiful. As far back as 1808 herring were smoked here, then known as Moose Island, and after more than a century almost the same methods are followed. Veteran workers often have no other employment during the year. It was not until 30 years ago that the more profitable boneless, or skinning industry was introduced in Eastport, and it soon developed into a valuable product. From late Fall to early Spring, a long period of



*Preparing herring before smoking. Horses of newly strung herring, on one of the wharves at Eastport, Maine, being dried in the open air for a few hours. The stringing is done in buildings and the horses carried out on to the wharves. There are usually from 20 to 30 fish on a stick, and 45 sticks on each horse. When dried they are carried in to hang up. A year round fishery industry.*

other seabirds, but in their quest of shrimp for food, they are themselves sought by squid, pollock, cod, goosefish, catfish, dogfish, seals and sharks. When one species is chasing his smaller quarry there is a scene of excitement along the shore. The herring rush close to the beach after shrimp. Behind them the squid slides backward, black beady eyes aglow with anticipation as he reaches his devil-fish tentacles for a herring. Behind them comes the acrobat of the sea—the big 'blisterbacks' or pollock, a clean, active and hungry, though particular fish.

"He leaps in among the squid, gets both eyes full of ink and in consequence, if the tide is falling and he keeps on after a herring, he finds himself marooned in a tide pool or behind a sandbar where escape is impossible, and is picked up and split, salted and packed away for winter or dried for market. The silver hake also catches himself in this way, swarming in on the night tides after a herring school and becoming aground by thousands. This fish is not eaten by the natives on account of the black and repellant appearance of its mouth and throat, but the gulls and crows regard his coming as providential. Silver hake are despised by fishermen on account of their habit of robbing trawls, and all are glad when they hear of a couple of million of them getting aground, even if the resultant odor is not like perfume."

idleness in all sardine factories, many working families can be engaged at good wages. In late years the larger catches of big herring, suitable for smoking have been made in Passamaquoddy Bay and the Bay of Fundy, principally in Canadian waters, where most of the herring to supply the 25 sardine factories are taken. At certain times of the season there are great schools of large herring caught and as they are often of no particular value to sardine canners, after packing their usual amount of mustard sardines, they are in demand for smoked herring. As a ton of herring represents approximately two hogsheds, there is a shrinkage in weight of about one half during the smoking process, and then another large shrinkage after the great collection of heads, tails, bellies, skin and bones are removed so as to turn out small strips for packing in jars and small boxes as boneless herring products. From 1,000 pounds of freshly caught herring not more than one-third is secured in strips. However, the former great waste of clippings that for a number of years had been sold to farmers for small amounts, to be carted away to farms, is now looked upon as of much value for producing fish oil, fish meal and pomace, and all pieces are carefully saved. There are a few reduction or fertilizing plants, op-

(Continued on Page 24)

ATLANTIC FISHERMAN, MARCH, 1930





# "AMCO" <sup>Trade Mark</sup> FISHERMAN'S ROPE

MADE OF HIGH GRADE, LONG FIBRE, PURE MANILA HEMP

DURABLE

NON-KINKING

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"Amco" treatment contains no tar of any kind and is far superior to either Coal or Pine tar as a preservative against the action of salt or fresh water. "Amco" treatment does not wash out of the hemp and will keep the rope soft and pliable when wet so that it does not kink or snarl.

"Amco" Fisherman's Rope weighs no more per foot than untreated best manila but it will last longer than any treated or untreated rope that has ever been used in the fishing industry.

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Every coil of "AMCO" Rope contains a label to protect you against substitutes.

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Mr. H. Wall  
Yarmouth, N. S.

*Distributors in Other Important Fishing Centers*

(Continued from Page 21)

erated along this coast where all fish refuse is of value during the year, but numbers of smoked and boneless herring operators handle their own waste fish. It is slow work preparing the big herring from the time they are caught in the bay, boated to wharves, hoisted out and dumped in tanks, later dumped on long tables where men, women and boys string each fish on a long pointed stick, usually 25 to 35 herring on each stick. Fast stringers have turned out 800 to 1000 sticks a day, and while the price has often fluctuated, it is usually 30 to 40 cents per hundred sticks. On many wharves are occasionally seen wooden horses holding 35 sticks of herring being dried and soon to be smoked in buildings.

The recent schools of herring which reached different parts of Passamaquoddy Bay during the month and furnished considerable employment for fishermen, boatmen and general laborers for about two weeks, during which time large quantities of the valuable fish had been brought here and shipped in barrels to large city markets, recently disappeared, following the severe spell of cold weather. Whether there will be other schools of herring later in the Winter to be located by fishermen cannot be guessed, but it is known to veteran fishermen that rarely do the fish leave the Bay of Fundy but often swim so deep as to be out of reach of nets, and during the Winter months the expensive marline is removed from fish weirs so that they are of no particular value during that period.

#### Rockland Lobsters Airminded

Even the lobsters in Rockland are getting to be airminded. Not to be outdone by a St. Louis cow, which is going up for a few minutes to be milked above terra firma, a shipment of lobsters will shortly leave this city, making the trip to Detroit, Mich., all the way by plane. A new sea food restaurant is to be opened in that city and the proprietors, desiring to insure the absolute freshness of the crustaceans, are to have them shipped by the air route. While the first shipment will be played up as a publicity stunt, regular shipments by this method will continue. Incidentally, this is quite a problem for the shipper, as to just how the lobsters should be packed to maintain the proper temperature that they may arrive at their destination alive and kicking. If they are not packed in a sufficient amount of ice, they will die, and there is a possibility that the temperature at the altitude at which they travel may chill them beyond resuscitation.

#### Worst Storm Since 1913

The worst storm in many years recently swept over Bar Harbor. A. B. Hamor who has been keeper at Egg Rock Lighthouse since 1913, declared it to be the worst he has experienced during his service in the light. The wind blew so terrifically it tore the chimney from the kitchen of the keeper's house, and the velocity was so great that Mrs. Hamor did not venture out of doors for fear of being blown off the rocks into the ocean.

Three schooners were blown ashore at Meteghan, N. S., in a heavy gale. The vessels were the *Harry A. McLennan* and the *Avon Queen*, four-masted schooner of St. John, and the three-masted schooner *Edwin G. Farrar*. According to reports the *Edwin G. Farrar* broke her mooring and collided with the other two ships casting them adrift in the heavy winds.

The storms that raged over the North Atlantic Coast swept over Newfoundland and did considerable damage. Two skiffs were a total wreck at Rameau and several wharves, fishing stages and stores were washed away. The wind reached a velocity of 84 miles an hour at Port Aux Basques, claimed three lives and caused hundreds of thousands of dollars' damage in the fishing ports along the southwest coast. Burgeo on the Burgeo Islands, one of Newfoundland's most valuable fisheries, reported damage to shipping and fish stages to the extent of \$100,000. Bay Largent, Little East Harbor, all situated at the foot of Fortune Bay reported large damage to property, fishing boats and fishing stages.

#### Arrivals

Fishermen reported the coldest weather on the grounds that they had experienced in years. Fish were scarce and farces delivered hardly paid expenses. The arrivals included the *Eleanor* with 2,500 pounds of ground fish, *Alice M. Doughty* and *Sunapee* with 1,500 pounds each, the *Benjamin Thompson* with 1,200 and the *Barbara* with 3,000 pounds of gray sole and flounders.

Other schooners arriving lately were the *Rita A. Viator* with 7,000 pounds, *Albert W. Black* with 6,000, *Benjamin*

*Thompson* with 3,000, and the *Alice M. Doughty* with 2,500 pounds.

*New Dawn* arrived in Portland with 7,000 pounds of fish. The *Elva* and the *Elinore* and *Jean* brought in small catches of gray sole and flounders.

The four masted schooner *Helen Barnett Gring*, arrived recently with 1,800 tons of coal for MacNichol Sardine Packing Company, which was unloaded at their wharves and warehouses at Deep Cove.

The *Thelma*, Capt. Poland, made a trip to Matinicus and Portland with 3,000 pounds of lobsters for N. F. Trefethern Company.

The *Aspinet*, Capt. Almon Wallace made a trip to Portland with 3,000 pounds of lobsters for Y. Trefethern's Lobster Shop.

Capt. Roy Morton is making a few trips on the *Consolidated* while Capt. Dodge is having a vacation. The *Consolidated* returned here from Boston after delivering her cargo of 203 crates of live lobsters. She left again for South Hancock.

#### Lobster Fishing

Lobster fishing has been profitable to large numbers of Canadian fishermen at certain sections of Bay of Fundy and Passamaquoddy Bay, and quick sales were made for all catches, as large motorboats from Massachusetts arrived frequently in the Bays to gather all available crustaceans.

#### Frozen Mackerel

The tenth carload this season of frozen mackerel was shipped today from Wiscasset station to Boston. These fish come from the plants of the Boothbay Harbor Cold Storage Company. The fish being shipped this year are the finest obtainable. Extra care has been taken in packing. Fifty pounds of these mackerel are packed in wooden cases with the cases lined with waxed paper. The shipments are brought to Wiscasset by the Wiscasset and Boothbay Harbor Steamboat Line and here loaded into refrigerator cars.

#### American Can Co.

The Sea Street plant of the American Can Co. that has been entirely closed since December 24, was recently reopened to the crew of machinists and assistants who are employed during most of the year and are now preparing the equipment for the Spring opening when millions of cans are made up for East Maine sardine factories.

#### Repairing Cables to Deer Island

The Canadian Government cable steamer *Tyrian* of Halifax, N. S., arrived and is repairing cables extending from Eastport to Deer Island, Campobello, N. B., and putting them in satisfactory running order for the benefit of several thousand islanders principally fishermen, who use the cables for telephone and telegraph messages. The different cables run from the above islands to Eastport, and from here connections with the mainland are made.

#### Personals

Earl Winecapaw was one of the lucky fishermen who caught 16 bushel of smelts off Port Clyde.

E. L. Carver has returned from North Haven, where he has been for a few days taking up his herring weirs.

Russell Blake met with a painful accident recently while on a trip to Fisherman's Island, the handle of the fly wheel of the engine striking and tearing his right foot.

John and David C. MacNichol of MacNichol Packing Company of Eastport went to Chicago during National Cannery Convention week.

It is rumored that two large yachts are to be built by L. A. Coombs who is remodelling the building known as the Bodwell Granite Co. stable, which Mr. Coombs recently bought and will use as a boat shop.

#### New Lights for White Head and Two Bush

The lighthouse tender *Hibiscus* called at White Head and Two Bush, leaving new lights of the very latest model which will be installed at each station in place of the ones now in use.

#### The Latest Fish Story

Two Bath smelt fishermen had just finished making a hole in the ice at Whiskeag when they lost their chisel through the hole. They could devise no means of recovering it and gave it up as lost. A week later they returned to their shanty and there was a chisel protruding from the very hole in which it was lost. The fishermen surmised that the chisel had fallen in a line straight with the hole and the ice dropping with the tide had in some manner frozen about the chisel, as it stuck up in the mud a few feet below. This was repeated a number of times until the fishermen happened back to the scene and were astonished to find the chisel.

## February a Hard Month on Fishing Gear in the St. John Section

Connors Bros., Ltd., Getting Boats Ready for Sardine Season

Dried Cod Shipments from Grand Manan

Deer Island Ferry Project Hopeful

By M. E. McNulty

**D**URING February, fishermen in the St. John section suffered heavy losses in all kinds of fishing equipment which was damaged or lost in the storms. The worst storm was that which started on the night of February 15, and raged fiercely all day and night Sunday, February 16. Thousands of dollars worth of lobster gear was damaged or lost. Smelt fishing equipment on the ice was blown away, much of it out to sea. In fact, the shacks used for the smelt fishing were, in many cases, blown down and buried in the snow. It was one of the worst storms in the history of the Bay of Fundy and Gulf of St. Lawrence. Lobster gear that was stored on wharves awaiting use in March was blown away to sea. While the lobstermen of practically every section met with losses in damage and loss of gear, the hardest blow was administered to the men who live on Long Island and Brier Island. At Tiverton, most of the gear was lost when the wharves were destroyed by the gale. At Grand Manan, Campobello and Deer Islands, a lot of lobster gear was blown away in the storm and buried under the avalanche. A number of homes, smoke houses, drying sheds and racks were also damaged by the wind. The snowfall was very heavy all over, and, in some places, the drifts were as deep as 20 feet.

At some of the weirs along the Fundy shore, stakes were torn up and driven out to sea, and in others, most of the stakes were blown over. Boats which were moored without much protection, were battered to pieces and sent adrift. The terrific storm aptly demonstrated the need of breakwaters and wharves to protect the boats of the fishermen from the wind and waves. There were cases where boats, which were pulled quite high on the shore, were driven out by combers which came up much higher than usual. For the following week, after the fierce storm, numerous fishermen were out looking for lost motorboats, rowboats and sailboats. Some of the lost boats were not recovered. Those that were found, were in bad condition.

### Connors Bros.' Boat Staff

No changes are expected in the boat staff of Connors Bros., Ltd., Black's Harbor. The staff consists of Charles A. Moses, Frank Moses, William H. Conley, Wart Hatt, Stewart Matthews, Cecil Parker, Earl Cline, Wesley Stuart, Wilfrid Tucker, Chauncey Stuart, Kirby Hooper, Chester Wilcox, William Johnson, Sutton Ingalls, Wesley Tucker, Vernon McNichol, Forest Miner, Gratis Cook, James McNichol, Bert Dick, William Whalen, Seward Johnson, William Matthews, Frank Hurley, Sydney Thompson, Louis Holmes, Bibber Stuart. The start has been made in getting the boats ready for the season. The boats cover the New Brunswick shore of the Fundy coast between St. Martins and Grand Manan, both mainland and islands. Indications are that the buying will be commenced right at the beginning of the sardine season, as an early start is billed for the Black's Harbor cannery.

### Grand Manan Shipments

A number of shipments of dried cod have been made this winter from Grand Manan. Two of the schooners used in moving the cod are the *Kathleen & David*, and the *Alta C*. The *Kathleen & David* is owned by J. E. Gaskill, of North Head. She has made about a half dozen trips out of North Head with cod, and also hake, shipped by Mr. Gaskill to Boston, Gloucester, etc. The Frank Pearce Company, Gloucester, has taken several of the cargoes. The *Kathleen & David* is a three-master. She was recently overhauled at North Head, and will be kept busy moving cured fish out of Grand Manan for the balance of the year. Waverley Kent, of North Head, has made several dried cod shipments to Gloucester and Boston since the early winter, on the *Alta C*, this vessel being in command of Capt. Darrel Cheney. The *Alta C*. took on some of the cod at White Head Island. She is also a threemaster.

### Deer Island Ferry

Deer Island fishermen feel they will be benefited wonderfully by the installation of a ferry service between the island and the mainland. The Deer Island Board of Trade, which is now affiliated with the Canadian Chamber of Commerce, has

been taking up the question of a ferry with the New Brunswick government, and hopes are expressed that the ferry will soon be a reality. It is believed the ferry, with its regular trips, would be an excellent means of moving fresh, dried and pickled fish as well as the canned fish from the island. The lack of regular communication between the island and the mainland is a severe handicap for the fishing interests. The Board of Trade of St. Stephen is supporting the Deer Island organization in the ferry project.

Deer Island fish producers who have been active in plans for improved communication with the mainland including the facilities for moving fish from the island, are: Frank W. Wentworth, Emery Lambert, Alonzo Conley, Foster G. Calder, Oslo Haney and Arthur Haney.

### Oysters Shipped by Airplane from Moncton

For the first time, a shipment of oysters was made recently by airplane from the Maritime Provinces to Montreal. An order came to Moncton for a barrel of Buctouche oysters, to be shipped right away by air mail. The barrel was placed on the plane, parcel post air mail, and on arrival at Montreal, was transferred to another mail plane, and landed at Hamilton, Ont., the destination, seven hours after leaving Moncton.

### Smelt and Hake

The men fishing for smelt and hake through the ice on the Kennebecasis River, between the junction of this tributary of the St. John and Gondola Point, have been able to sell all the smelt they caught, at good prices, but the fish have not been as plentiful as could be wished. The catches have been somewhat spotty. Some very good, and others very poor. The demand for the hake has not been keen. Changeable weather has made the ice treacherous much of this winter.

### Electricity for North Head

It is reported that about 100 houses in the North Head section of Grand Manan Island, have been wired for electricity to be supplied by the new power plant at Grand Harbor. It is claimed by the Grand Manan Light & Power Company, that of all the houses on the island, only about 12 cannot be served from the plant. About 17 miles of wire have been put up, connecting the plant with Grand Harbor, North Head, Castalia, Woodward's Cove and Seal Cove. S. D. Guptill, of Grand Harbor, and G. P. McLaughlin of Seal Cove, are the leading spirits of the company, as president and treasurer, respectively.

### Carleton Dock

The taking over of the shore front on the Carleton side of the harbor, by the Dominion Government for a new dock, has changed the fishing aspect of that section. All the old fishing families have been compelled to move out of the homes they occupied for years.

### Personals

Sheldon Outhouse, of Beaver Harbor, has been reported as recovering from the effects of an operation for appendicitis and complications. The surgical treatment was in the hospital at St. John. Mr. Outhouse is a son of L. H. Outhouse, Beaver Harbor fish producer.

Howard D. Hatt, a member of the St. John police force, was formerly a fisherman at Grand Manan where he was born. After serving in the C. E. F. in France and Belgium during the World War, he returned to Grand Manan, and resumed fishing there. Later he went to St. John, and joined the police force. He has been on this force as a patrolman for somewhat over nine years. Each year, he spends his vacation by going back to Grand Manan and doing some fishing at North Head and Grand Harbor.

Mrs. Fleda Lamoreaux, widow of Frank Lamoreaux, for many years a fish producer at Carleton, is one of the few women active in the fisheries in Fundy waters. Mrs. Lamoreaux has four weirs on Navy Island, which she has leased from the City of St. John each year for several years. These weirs were formerly leased by her husband, and the fisher-

(Continued on Page 33)



## Yarmouth Fishermen Suffer Heavy Loss of Gear in Big Storm on February 16

### Many Fine New Boats Have Gone Into Commission With Opening of Lobster Fishing Season on March First

By the Lurcher

THE worst northwesterly gale and snow storm to sweep this section of Nova Scotia, prevailed on the 16th of February. It commenced at an early hour that morning from an easterly direction and gradually worked back to the northwest, when the wind at times reached a velocity of over fifty miles an hour; and with the blinding snow, which accompanied the gale, highways were blocked in every direction. At Yarmouth Bar, a fishing village about seven miles from Yarmouth and situated on a low neck of land dividing the Bay of Fundy from Yarmouth Harbor, many of the residents suffered severely. About noon when the tide was at peak height, the heavy sea made a clean breach over the land, with the snow, formed ice and slush to a depth of three or four feet. Owing to this condition several of the families domiciled there were forced to leave their homes, and for the remainder of the day and that night were obliged to seek shelter with neighbors occupying sites on the higher lands. At the breakwater a short distance further south, the sea broke away the beach protection and the roadway was destroyed, while a large number of lobster traps, stacked there by the fishermen for use in a week or so, were scattered in all directions, and quite a number were swept into the sea and lost.

William Olsen, a fisherman of Yarmouth Bar, lost 104 new traps, and Freeman Nickerson, of the same place lost 27. Olsen has since succeeded in picking up about 60 of his lost traps. At Sandford a fish house measuring 52 x 20 feet and owned by Harley Glavin, William L., Percy O. and Maxwell Smith was totally destroyed. It was built on piling out over the shore, and when the storm abated and the men went to the shore the following morning, all they found of the building was a mass of splintered match wood. In it were stored 250 new traps, over 500 pounds of new trap line, 100 barrels of lobster bait and a large number of butts used in connection with their salt fish work. Not a vestige of anything was found, all the contents of the building either being destroyed or carried out to sea. The loss, with the lobster fishing season just opened, is to the owners a very severe one.

#### Big Year for New Craft

With the opening of the lobster season much hustle and bustle is seen all along the shore, as the fishermen are every where engaged in making preparations for a big season. In addition to many thousands of dollars' worth of new gear which will go into the water, there will be many new boats. Many boats, new last year, will this Spring be fitted with new and more powerful engines.

At Yarmouth Bar, Howard Standwood has had a 37-foot boat built by E. P. Atkinson & Sons, of Clark's Harbor, in which he has installed a 10 hp. double cylinder Acadia motor.

Perle Mills, Pembroke, has just received a new boat from Wedgeport builders. It is thirty-eight feet long and will be fitted with a 6 hp. Acadia. At Short Beach, William Adams has built a thirty-eight foot boat for Roderick Churchill, and a thirty-six foot boat for Arthur Wyman. The former will be fitted with a 40 hp. Forman motor, and the latter with 10 hp. Acadia. Herman Durkee, also of Short Beach, has a new boat built by Joseph Deveau of Salmon River, Digby County. It measures thirty-eight feet long and will have 25-35 Roberts motor.

In addition, many of the fishermen are fitting their last year's boats with new motors, among whom are Eugene Harris, who is placing a 40 hp. Roberts in his craft. Herman and Harold Churchill are placing a new 25 hp. Acadia in their boat, while Wilfred Harris is putting in the boat built for him last year by Joseph Deveau, a 35-40 Forman. Roy Anderson is placing a motor of similar size in his boat which was new last season.

At Sandford also many of the boats, new last season, are being repowered. Everett Bain is replacing his old motor with 35-40 Forman; Howard and Percy Landers are fitting their boats with Acadias 35-40; Robert Landers and Roy Thurston are each installing a 35-40 Forman, and William L. Smith, a Kermath 35-40.

At Salmon River, Digby County, there are no new boats going into commission with the opening of the lobster season, but last year Charles Deveau, Vincent and Severin Frautain

each had fine new boats built by Joseph Deveau. This Spring they are each equipping their craft with Acadia motors of 25 horsepower each.

At Wedgeport, Yarmouth County, there are sixteen new boats which this season will be fishing lobsters for the first time. With the exception of two or three of these, they are all fitted with motors of different types ranging from twelve to sixteen horsepower with the exception of one, that of Louis Pothier, who has installed a four cycle, 24 hp. Gray motor. The others are: — Evee

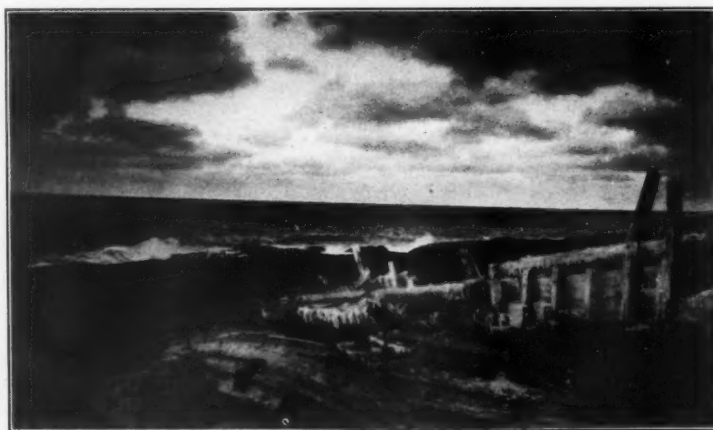
LeBlanc, Damien Boudreau, James Doucette, all Fairbanks-Morse engines; Edward Doucette, Delphin Boudreau, Pius LeBlanc, John B. Pothier, Charles E. LeBlanc and Louis L. Pothier, all Victors. Nelson Boudreau and Anselm LeBlanc, each an Atlantic; Lorene Pothier, Leslie Cottreau, Avite Cottreau and Dennis L. Pothier have installed Acadias.

At West Pubnico, Edmund and Landry d'Eon have acquired a new boat built by the former, in which they have put a 10 hp. Minas motor.

#### The Dorothy G. Snow's Fare

The Yarmouth schooner *Dorothy G. Snow*, Capt. William S. Murphy, which was the first fresh halibutter to sail this season from a Nova Scotia port, put into Shelburne on the 9th of February, with a fare of 9,000 pounds of halibut and 16,000 of other fish. The vessel had been to sea, at that time, about sixteen days, but owing to the adverse weather conditions, Capt. Murphy reported that he had had only three days of fishing. He did not land his fare and went to sea to complete the trip. Late on the night of the 17th inst., the *Dorothy G. Snow* arrived in Yarmouth Sound from Georges, and on coming up the harbor the vessel, about one o'clock the next morning, got stuck in the ice and remained fast until some hours later when the schooner was released by the Canadian fisheries patrol steamship *Arleux*, Capt. Harry Cousins, which had been despatched to this port for the purpose of breaking the ice in the harbor and assisting shipping. Capt. Murphy, in discussing his trip, stated that he was at sea about four weeks, and with the exception of the day or so that he was in Shel-

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The wreck of the "Grace Hankinson" taken within 24 hours after the disaster the last of January. From this boat Capt. St. Clair Baker of Margaretsville, Capt. Byard Powell of Plympton, Charles Kennedy and Fred Hill of St. John lost their lives.

## Digby County Lobster Fishermen Lose Heavily in Storm

### Scallop Fleet Doing Better

#### Meteghan Busy

By "Mac"

THE lobster fishermen of Digby Neck and the Islands suffered a very severe blow on Sunday, February 16th, when a young hurricane which swept this section of the country destroyed a thousand or more of their pots. It is estimated that over \$200,000 damage was done by this storm—one half of that amount was done in the village of Tiverton alone.

At Tiverton seven of the ten wharves were swept away, including Ruggles Bros. Wharf, warehouse and all equipment. The office safe was found at low water level the next day. The fine wharf property of Small Bros. also fell prey to the storm, and they lost their warehouse and all equipment. D. C. Outhouse lost both of his wharves.

The wharf and warehouse of Farnsworth & Blackford was swept away with a quantity of goods just made ready for shipment. In their case, several barrels of oil were salvaged. Wesley Leaman was another heavy loser; he lost a wharf, warehouse and a quantity of goods ready for shipment. One lobster fisherman lost 170 of his traps, while many others stored on the wharves were swept away.

At East Ferry, just across Petite Passage from Tiverton, the Government breakwater was seriously damaged, while the wharf and warehouse of Arthur Harris became a total loss. Will MacCafferty's fishing boat was a total loss. Last Spring MacCafferty's house and barn were destroyed by fire.

Ralph Morehouse's fish house at Sandy Cove was demolished by the storm, and here also seventy-five feet of the Government breakwater on the Bay of Fundy were washed away. The breakwater at Centreville was also badly damaged and at that place a scallop boat owned by Gordon Morehouse was badly battered and broken up. However it is thought that this boat can be repaired. Another fishing boat at Centreville became a total loss.

Practically all lobster traps stored on the wharves and along the shores in preparation for the lobster season which opened on March 1st were lost. This is one of the hardest blows that has been felt by the Digby County fishermen in years.

#### Scallop Fleet

The local scallop fleet has been doing a little better these days—that is, when the weather makes it possible for them to get outside. The fleet this year is much smaller than in previous years.

On the whole, fresh fishing has been poor, but that is to be expected at this time of the year on account of adverse weather conditions. Practically all fishing done here now is shore fishing.



What was left of the Ruby L. II, taken 24 hours after the wreck, the latter part of January.



Three of the four survivors of the wrecks of the "Grace Hankinson" and the "Ruby L. II" which occurred near Tiverton on January 25th. They are from left to right, John McLeod, R. C. Hall and C. Boston.

#### Meteghan Shipbuilding Co.

The busiest place in Western Nova Scotia today is at the Meteghan Shipbuilding Company's shipyard, where at the present time ten motor ships are under construction. This yard leads the Maritimes in the production of wooden ships. At the present time four fish carriers are being built there and one revenue cutter. Three of the ten boats now under construction are ready to be launched. At this ship yard are three marine railway cradles, No. 1 with a capacity of 1,000 tons; No. 2 with a capacity of 150 tons, and No. 3 with a 100 ton capacity. These cradles are always occupied, and there is usually a waiting list.

#### Alterations on Government Pier

Tenders for alterations on the Government pier at Digby are being called for. It is understood that some \$200,000 are to be spent for this purpose. The wharf is to be widened 10 feet from the street head to the junction of the spur, and some 40 feet from there to the end. The present shed will be torn down and a new one built. A crew of men under William Oliver is now at work making repairs and alterations to the spur pier.

#### Digby Doings

The port of Digby customs collections for the period of 1928-29 showed an increase of \$10,004.09.

H. B. Short, M. P., manager of the Maritime Fish Corporation Limited, at Digby, and Mrs. Short, are now in Ottawa, where Mr. Short is attending the session of the Federal Parliament.

F. L. Anderson, superintendent of the same plant, with Mrs. Anderson, is vacationing in New York.

We learn that A. H. Thurber, formerly associated with the Frank E. Davis Fisheries at Freeport, will be the manager of the new plant constructed at that place by Connors Bros., Ltd., of Black's Harbor, N. B. Freeport was chosen as the site for this new factory built to take care of the finnan haddies put up by that firm. The new plant is modern in every detail. A new wharf has also been provided.

E. M. Robertson, Jr., who for the past sixteen months has been undergoing medical treatment in Montreal has been visiting his parents in Digby. Mr. Robertson was for years associated with the fisheries at Gulliver's Cove and Centreville.

Captain Robert Austin, postmaster at Smith's Cove, celebrated his 88th birthday on Saint Valentine's. Captain Austin deserves a place in the "hall of fame"; he was the first man in the Dominion of Canada to cure and put up finnan haddies. We hope to be able to have a nice little story about Captain Austin in next month's "ATLANTIC FISHERMAN."

#### Electricity for Bay View

The village of Bay View has at last been put on the distribution system of the Digby County Power Board. The line which runs from the New Pines Hotel to the residence of Joseph Condon has been installed and power turned on. Several homes in that village are now receiving the benefits of electricity, and many others will have the lights installed within a short time.

## Canso Board of Trade Council in a Special Meeting Considers Labor Situation

### Guysboro Railway

### Change in Steamer Service

By Cecil Boyd

THE breakdown of the cold storage department of the Maritime Fish Corporation, which is the only large refrigeration plant at this port, has added to the difficulties of this winter's situation, and will prevent any large scale operations, until repairs are made, or something else created to take its place.

With the close of fishing operations in January, the Maritime Plant, which is a part now of the Atlantic Coast Fisheries, closed down for the winter, at least. Only the head bookkeeper and an assistant remain of the office staff, and one or two of the outside foremen and workers in the fish stores. This cessation of active operations threw a goodly number of local people out of work, and many of these have gone to Halifax, and other points with the object of securing employment. Some of them have been successful in their quest, others have not, and, naturally, the total result has been a decided depression in local employment and industrial circles, which has been reflected in business generally. In order to assist some families, who were finding it difficult to get through the winter, the Canso Fishermen's Federation recently opened a relief fund, which, I understand, is being pretty generously supported.

In this connection, after the matter had been fully discussed, the following resolution was passed at a special meeting of the Canso Board of Trade Council, held at the end of January:

"Whereas the closing of the Maritime Fish Corporation's plant has precipitated a serious condition affecting chiefly the laborers of the Town of Canso and surrounding communities, and Whereas, said laborers are, because of age and lack of experience unfitted to engage in fishing and are thereby facing a serious situation with reference to the support of their families, therefore Resolved, that the situation be placed before the Minister of Labor and other representatives and officials concerned with the problem of labor."

#### Question of Storage of Bait

As yet, it is not known here whether the Maritime Fish Corporation intend to repair their cold storage plant for this coming season's fresh fish catch or not. As stated in last month's notes, the lack of the facilities afforded by this plant will have a decidedly crippling effect on local fresh fishing operations, as the storage of bait is a vital factor in the prosecution of this branch of the industry by the boat fleet.

Representations are being made to the Fisheries Department, that, in the event of no action being taken towards renewal of operations by the owners, the Department should step into the breach, and supply such facilities. A recent press notice states that the Department will pay 75 per cent of the cost of construction of a type of bait freezer approved by them, if erected by fishermen's co-operative associations, and will also pay a bonus of \$5 per ton on bait stored up to 20 tons. However, if these freezers are of the small type sponsored by the Department some years ago, it is the opinion of local fishermen in general, that they would be of little use to such a port as Canso, which is a central point for bait distribution, and would require something of a much larger capacity, to prove adequate to fill the need.

#### Guysboro Railway

The Guysboro Railway, which for generations has been a sort of political football, so much so that during recent years even the mention of it by politicians evoked the idea of hocus-pocus, is at last in course of construction, from Sunny Brae in Pictou County to Guysboro town. In all the press references to it, and official announcements made concerning it, the development of the fishing industry of Guysboro County has been mentioned as one of the principal benefits to result from its construction. However, it does not follow the County coastline at all, and stops at

Guysboro, the shiretown, situated at the head of Chedabucto Bay, 32 miles or more from Canso. At Guysboro practically no fishing is carried on, so it is hard to see how any development of the local fishing industry is going to result, if the terminus is going to remain at Guysboro. As a consequence, efforts are being made to have it extended to Canso.

In line with this, the following resolution was passed by the Canso Board of Trade Council:

"Resolved, that the Canso Board of Trade reaffirm its hearty approval of the Guysboro Railway; Resolved also, that the Board reiterate its regret and disappointment that the construction of the road, because of its location and terminus, will afford no advantage to the fishing sections of the County. Further resolved, that Hon. T. A. Crerar, Minister of Railways, Hon. J. L. Ralston, Minister of National Defence, and Wm. Duff, M. P. for Guysboro County, be urged to consider at once the serious need of extending the Railway so as to tap the fishing industry at Canso."

#### Steamer Service

At this meeting, the coming change of steamer on the Canso Mulgrave daily service, connecting with the Canadian National Railway at the latter point, was also discussed. This change is to take place on April 1st, the yearly contract of the present boat, the *S. S. Robert G. Cann*, expiring on the 31st of March. The *Cann* has given pretty good service, taking it by and large, and it is felt here that any boat put on this route to replace the *Cann* should be as good a boat or even better, and some resentment is felt that the town authorities or business people have not been consulted as to the kind of craft it is proposed to place on this important service, which is very vital to the local fishing industry. It is understood from news items in the provincial press, that the motor vessel *Linton* is being remodeled at St. John, N. B., to take the *Robert G. Cann's* place, but Canso has not been officially consulted at all.

The following resolution covering the matter was finally passed:

"Whereas, Canso has always suffered serious handicaps in the matter of transportation facilities, which are so vital to the development and prosperity of any community, and whereas, the present facilities in the matter of steamship service have been obtained only through constant and persistent effort, resulting in a direct daily connection with the Railway by the *S. S. Robert G. Cann*, specially constructed and equipped for this route which she has served for the past fifteen years, and whereas, it is currently reported that, having passed to other owners than those which placed this steamer on the route, the *Robert G. Cann* is to be replaced by an inferior boat, therefore resolved, that this Board of Trade request the Department of Trade and Commerce to submit for approval any contemplated change in this service."

#### Canso District News

The storing of the ice crop, which will be used in the coming season's fishing operations, is nearing completion here now. W. G. Matthews & Sons, who always fill two large icehouses located beside their own dam, have successfully finished their harvesting. The filling of the icehouses belonging to the Maritime Fish Corporation, and Leonard Fisheries, are well advanced, and a few days more of weather favorable for this kind of work, will see the finish of the annual ice storing for this year. The Maritime Fish Corporation are not putting in as large a quantity as they did for several years past. Contractor S. W. Hagarty, of Monastery, N. S., is doing the work for the Maritime Corporation this season, as he had for a number of years.

Howard Kennedy, a Canso fisherman, returned last week from Halifax, where he had gone at the close of the shore-fishing at Canso, as a member of the crew of the gasoline schooner *Merle and Agatha*, Captain Thurlow Munroe. Several other Canso men are with Capt. Munroe who is still fishing out of Halifax.

A. A. Zinck, local manager of the Leonard Fisheries Branch, went to Halifax last week for the remainder of the winter, where he will be on the staff of the Halifax plant. He was accompanied by Mrs. Zinck.

Craneswick Munroe, well known Canso fisherman, has very recently returned from a lengthy trip to New York, where he was visiting several members of his family, and is now preparing for the opening of lobster fishing in which he engages on a large scale.



## Lunenburg Fishing Fleet Opposed to Beam Trawlers

With the Lunenburg Fishermen

By H. R. Arenburg

TWO years ago a Commission was appointed to investigate the condition of the fisheries of the Maritime Provinces, and suggest remedies for the betterment of our fishermen and the industry.

The beam trawler was found to be the subject of much discussion and complaint in about every port of the Province, and it was easily seen that this was perhaps the most important matter about which the committee would have to deal. It was claimed that there was overwhelming evidence that the beam trawler was an injury to the best interests and development of the industry in so far as Nova Scotia was concerned, and as a result the majority of the committee recommended the prohibition of the beam trawler in Canadian waters, while the Chairman of the Commission filed a minority report in favor of the beam trawler.

The Government of Canada, afterward, in dealing with the matter, gave the trawlers permission to work during the Winter months and put restrictions on them during the balance of the year.

This treatment, however, is not pleasing to the corporations who desire to use beam trawlers, and in Halifax an association has been formed for the purpose of endeavoring to give the beam trawler free access to our ports, and therefore an opportunity to extensively fish on the banks adjacent to Nova Scotia. It is because of this action by the Halifax interests that it was necessary for Lunenburg to again make known her interests and desires on a matter that is of vital importance to the business life of the community.

The beam trawler has long been a source of vexation to the Lunenburg fleet, interfering with its activities on the grounds, and causing great expense by destruction of fishermen's gear and property.

The Lunenburg fishing fleet, the greatest in Canada, has been operating for over fifty years with continued success, and it is the primary industry that has made Lunenburg County prosperous and progressive, while the beam trawler, according to members of the fleet, has had indifferent success and has not paid dividends like the Lunenburg fishing schooners.

As an economic fishing machine, they contend that the Lunenburg fishing schooner is in advance of the beam trawler; in proportion she can catch as many fish of a better quality without destroying the grounds and the smaller fish. The Lunenburg fishing fleet alone gives work directly to 2,000 men, besides building up a community of self-respecting, progressive and happy citizens. With the installation of motor power, the Lunenburg vessels will be admirably equipped for winter fishing. The operation of the vessels, with the cold storage facilities, has been stimulated by the Department of Marine and Fisheries in endeavoring to give the fishermen of Nova Scotia a chance to supply their own market and reap the benefit therefrom.

The fisheries of Nova Scotia are now being carried on by the individual shore fishermen and by the cooperation of capital and labor which has meant so much for the success of the Lunenburg industry. They have skilled seamen who cooperate with each other and with firms of long standing who are scattered over the rural parts of Nova Scotia. The beam trawler, on the other hand, implies corporation control. Its appearance in number means that the skilled fishermen who are able might secure jobs as coal heavers for a monthly salary or leave the country and seek an opportunity in other lands.

Every part of rural Nova Scotia would feel this presence of the beam trawler the fishermen of Cape Breton and of Eastern and Western Nova Scotia would all be seriously affected, and it is in their interests that the Minister of Marine and Fisheries, Mr. Cardin, who made a trip to Nova Scotia to view conditions at first hand, decided to make regulations that would restrict and ultimately eliminate the beam trawler. The Lunenburg Board of Trade has unanimously adopted a resolution passed in the interests of the fisheries and the fishermen.

### Fresh Fishing

Fresh fishing this winter is booming among Lunenburg fishing fleets and several more schooners are preparing to operate in the industry previous to their regular salt fishing trips.

The lobster fishermen are getting their traps and equipment ready for the opening of the lobster season.

### Lunenburg Marine Railway

The annual meeting of the Lunenburg Marine Railway was held in the Court House, the president, William Duff, M. P. presiding. The financial statement for the year ending December 31, 1929, was presented and a dividend of 9% declared on the capital stock. The following directors were appointed: William Duff, M. P.; E. Fenwick Zwicker; H. W. Adams; Captain B. C. Smith, C. Iversen, R. B. Silver and G. A. Rhuland. Following the annual meeting the directors met and appointed the following officers: President, William Duff; Vice-President, H. W. Adams; Secretary, D. H. MacIntosh; Treasurer, E. Fenwick Zwicker.

Ritecy Bros. Ltd., Riverport, have held their annual meeting. A dividend of 10% was declared.

### The Howard Donald Launched

Smith and Rhuland launched a handsome new vessel for Captain Guy Farmer. Her dimensions are 139 feet in length, 27 feet beam and 11½ feet depth of hold. She is fitted with all the modern appurtenances of a vessel of her class and is all ready to have engines installed if they are desired at any future time. Captain Farmer formerly sailed the schooner *Portania*. The new vessel will be a splendid addition to the fishing fleet of Zwicker and Company, Ltd., where she will outfit. She was christened the *Howard Donald*.

### Fire in Forecastle

Fire, that but for the prompt response of the fire brigade would no doubt have assumed a serious aspect, broke out in the fore-castle of the fishing schooner *Margaret Tanner*, Captain Angus Tanner.

The schooner, a comparatively new one, which has been plying the fresh fishing trade during the Winter months, was lying at the wharf of Zwicker & Co., Ltd., fitted and ready to sail early the next morning for the fishing grounds.

The crew, with the exception of one man who was asleep in the cabin, were not on board at the time. The fire was discovered by one of the crew who was boarding the schooner at 3 o'clock. An alarm was immediately rung in. The damage from the fire and water was confined chiefly to the fore-castle, consequently the loss was not a serious one. The schooner was held up about a week while repairs were being effected.

### The Schooners

The *Freda M. Himmelman*, Captain Robert Gerhardt; the *Shirley B. Corkum*, Nina W. Corkum and *Madelyn Hebb* have already sailed for the banks.

The tern schooner *St. Clair Theriault*, Captain Archie Geldert, has discharged a cargo of Turk's Island salt consigned to Robin, Jones & Whitman, Ltd.

The tern schooner *Charles and Vernon*, Captain B. D. Getson, from Turk's Island has discharged a cargo of salt for the La Have Outfitting Co., Ltd. The schooner will not lay up until the Spring.

Schooner *Harmona* is at the Government wharf, Riverport, taking on supplies. She will proceed to Lunenburg and go on the Marine Railway for repairs.

Tern schooner *E. C. Adams*, Captain Howard Corkum, is on passage to Turk's Island, where she will load salt for her home port.

The crew of the schooner *Jean and Shirley*, Captain Wharton, shared \$205.00 per man for the month of January.

### Personals

W. E. Knock of the firm of Zwicker & Co., Ltd., was elected Mayor of the town of Lunenburg at the recent civic election. Mr. Knock was unopposed.

Captain Angus Walters, of the schooner *Bluenose* has retired from a seafaring life and will remain on shore in the future. Captain Walters was elected a councillor of the town of Lunenburg at the recent civic election.

Swept from the deck of the schooner *D. D. McKensie*, Merrill Smith, aged 24, son of Mrs. Margaret Smith of Oakland, lost his life, according to a message received from Captain Howard Whynot, master of the vessel.

Captain Mayer Crouse had the misfortune to sever his thumb while cutting wood. The handle of the axe struck the chopping block causing the axe to come down on his hand, completely severing the thumb.

## News from Yarmouth

(Continued from Page 26)

burne, was using every opportunity to catch fish. Owing, however, to the terrific weather which existed, the crew in the four weeks out fished only about six days. The *Dorothy G. Snow* brought in a fare of 13,000 pounds of halibut and 30,000 of cod and other fish. It was purchased by Laurence Sweeney, of Yarmouth South. The vessel was out in the terrific storm of the 16th, and when it struck she was on Georges. It was decidedly heavy, and with the extreme cold the schooner iced heavily; consequently on arrival here the craft much resembled a miniature iceberg.

### The Elizabeth W. Nunan Delivered to New Owners

A few weeks ago the Seven Seas Fisheries of Liverpool, Nova Scotia, purchased from Gloucester, Mass. parties, the well known fishing schooner *Elizabeth W. Nunan*. On the 14th of February the vessel, in charge of Capt. Harry Clattenburg, with Capt. John Morash as mate; Capt. William Nickerson, engineer; Capt. John Vautier, cook; and Capts. Ambrose Fleet, Sam Shaw and "Little Tebe", as crew, sailed from Gloucester for Liverpool for delivery to the new owners. The craft, despite its age, made a good run to the Nova Scotia port and tied up there early on the morning of the 16th, just an hour or so before the blizzard of that day broke over this coast. Capt. Clattenburg and his "hardies" passed through Yarmouth and took passage by the Boston & Yarmouth line steamship *Yarmouth*, enroute home on the evening of the 18th.

### The Seretha

The fine coasting schooner *Seretha*, Capt. Frank d'Eon, which for the past few years has had only one motor for auxiliary power, is being converted into a twin motored craft. Capt. d'Eon in addition to the motor already in his schooner is installing a second motor, new, of thirty-six horsepower.

### The Whiteway

The Parrsboro tern schooner *Whiteway*, 383 tons, Capt. Walter Wasson, which has been laid up at this port for the past two months, is at present tied up at the dock of the Yarmouth Marine Railway Company, Limited, where M. C. Hemeon is putting in the bedwork, preparatory to the installation of twin one hundred horsepower motors of the Fairbanks-Morse C-O type. As soon as the work is complete Capt. Wasson expects to leave for Turks Island for a cargo of salt for a Yarmouth firm.

### The John Manning

The auxiliary steel tern schooner *John Manning*, Capt. Wallace Ogilvie, sailed from Turks Island on February 18th for Yarmouth with a full cargo of fisheries salt for the firm of Parker-Eakins, Company, Limited.

### Grace Hankinson and Ruby L. II

The worst calamity of the sea to occur along the shores of Nova Scotia in recent years took place on the afternoon of January 25, when the steamer *Grace Hankinson*, in charge of Capt. Sinclair Baker, with Capt. Byard Powell, as pilot, towing the steamer *Ruby L. II.*, went ashore at what is known as Dunn's Cove, on the shores of Digby Neck, and the two captains with two other men, members of the crew of the *Hankinson*, lost their lives. The *Grace Hankinson* was towing the *Ruby L. II.*, from Saint John, N. B., which port they left early that morning, to Liverpool, Nova Scotia, where the vessel was to be fitted with crude oil motors. It had been very rough in the Bay all day and late in the afternoon thick snow squalls were encountered. Both Capt. Baker and Capt. Powell were looked upon as expert pilots in the Bay of Fundy waters and were feeling their way along the shores of Digby Neck when the *Hankinson*, in the thick snow struck and remained fast on a reef a few hundred yards off the shore from the above cove. As soon as the vessel struck, Capt. Baker realized, in the heavy sea that his steamer was doomed, and, putting on a life belt and making a line fast to it, jumped into the raging sea with the intention of trying to make the shore with the line. As he jumped into the sea he apparently struck some object or was carried against the hull of the vessel with such force that he was almost instantly killed. The others lost their lives some hours later when the huge sea swept the deck houses from the *Hankinson*. Capt. Powell's body was recovered a few days later. Capt. Baker's body was recovered the day following the disaster and was taken to his home at Margaretsville, where arrangements are being made by the citizens of Nova Scotia, by public subscription, to erect a monument in commemoration of his heroic act in endeavoring to get a line from the wreck to the shore.

## Josh a Failure at the Spreading of Joy Letter XII

### Cussed Chicanery Follows Capt'n's Attempt

By Joseph C. Allen

#### EDITOR:

Charlie Norton he never complains bout nothin. He sez ter me sezze: "When I git up in the mornin and find it a-rainin, I allus put on the gayest clothes I own. Most of folks wear old clothes in sich weather and it makes em feel more gloomy on account of it."

Thars a lot of philosophy in that air, but Charlie haint sailin with a wife thet hed ought ter hev been the mate of a tea clipper. No sir, I know darned well he haint beecuz if he wuz that plan of hissen wouldnt work out wuth a cuss. I've tried it and I know what I'm talkin about.

The principle of the thing, ez it seems ter me is thet while bright colors will cheer lots of people and things, thar is some kinds of critters thet jest gits aggravated when they see em and the more they hev ter look at em the madder they git.

Its the fact thet tis onusual thet disturbs em, I calate, for most of folks does jest ez Charlie sez and when one on em comes out with sumpthin thet is contrary ter custom, why thars a hull school of humanity ter stand by and crittersize.

So it is with Matildy, the sailin mate of my lifes viige and the partner of my joys and the cause of most of my sorriers. Shes a fust rate sort of woman, though she did larn a leetle mite too much bout sartin things when she wuz ter sea with me, but she cant git used ter new things without passin through a reglar system of indignation, convulsions and general objection and protest. I feel darned sure thet if the majority of humans wuz bilt ez she is, thet America never would hev been discovered, thar never would hev been no steamboats ner shotguns and most likely witches would still be hunted down and hung terday. And yit, in spite of my knowin by experience jest how she takes anything new or different, I haint never got tired of tryin ter see if I can't do somethin er produce somethin new thet'll hit her jest right on the start. I might ez well admit thet I haint never succeeded, and the last attempt, which come off last Sunday mornin, come pretty nigh being the deth of me and the funniest thing bout the hull affair wuz thet I wuz jest a-tryin out Charlie's idea of spreadin joy!

Twuz four bells of the dog watch when I woke up and took a site outer the offshore winder at the harbor. Thar wuz a stiff southeast wind a-ruffin up the water and twuz rainin cats and dogs. I went back ter bed and took forty more winks, durin which time Matildy turned out and went below ter git breakfast. When I woke up agin and see thet the rain wuz a-comin down ez hard ez ever, thinks I: "This shapies up liken one of them gloomy days when everybody feels ruther sour and mean. I calate thet I'll see if I cant stave off some of this here depression by puttin on a leetle mite of color jest ter git Matildy's mind off the weather." And thats what I done.

In my sea chist wuz a pair of sky-blue pants thet belonged to a suit thet I used ter wear ashore in Annobon and sich-like places. I hauled em on and then I dragged out a bright red flannel shirt thet I hed in the chest and put that on too. Whilst I wuz a trimmin up my whiskers and sprinklin on a leetle mite of bay rum I looked at myself in the lookin-glass and be-darned if it didnt make me feel cheerful ter see the gay lookin cuss thet wuz starin back at me. Course twuz a heathenish rig, I admit it, but I wuz wearin it in a good cause, and so I sed ter myself ez I went below.

Matildy wuz fryin flapjacks and she hed jest got her fat too hot and spilt some on the stove. It allus makes her mad as thunder ter do that, and I ketched a word er two of what she wuz a-sayin to herself ez I opened the kitchen door. Its jest ez well if I dont repeat them words, but kin git an idee of her state of mind. "And now," thinks I, "this is the finest kind of a time fer me ter come a-bargin in and take her mind clean off the things thets a-troublin of her. Ez I stepped inter the kitchen she swung round and headed me. I see her face change jest like a cloud goin over the moon and then driftin clear.

"What under Heavens be you a-doin with them clothes on?" she sez. "Where did you git em from and where be you a-goin with em? Hev you gone clean outer your hed er hev you been a-devilin with that lickin in the medicine chist agin?"

All these questions wuz fired at me without any stop fer breth and when she did stop ter blow I explained.

"It is a theory of scientific folks," sez I, "thet bright colors will help ter keep folks cheerful under tryin circumstances. This here promises ter be a darned gloomy day and I figgered thet if I wore somethin gay, thet nary one of us would spend too much time thinkin bout the rain and the cussedness of the weather."

"Huh!" she grunted. "I guess thar may be considerable to the theory if you air a-kerryin it out accordin ter the rules. Sieh a outlandish rig ez that would make a man fergit his troubles even if he wuz goin ter be hung! Why, good Lord, them clothes is enough ter scare a cannibal inter a fit and what effect they might hev on quiet, Christian folks the Lord only knows! You git aloft now and peel em off and git inter some decent garments. Breakfast is all ready and I haint a-goin ter hev you settin here dressed like that. Suppose some innocent child should come in and see you, it might git a shock thet would spile its hull life. Now git!"

"Your words convince me thet thar is a lot ter this theory," sez I. "You haint mentioned the weather sence I come below and under ordinary circumstances you wouldn't hev talked about anything else. I haint afraid of any chld hevin a fit ner any growed folks gittin upset by seein these clothes and besides its a-rainin so hard thet it haint likely thet anybody will venture out in it. And so I'm agoin ter keep em right on and clear this here household of the gloom thet comes from bad weather. Yes, sir," sez I, "I am a-goin ter spread peace and happiness fore and aft aboard here. I am a-goin ter permote joy and lafter and the dove of peace is a-goin ter establish permanent quarters on the main truck! Color is the thing," sez I, "and I donno but what I may buy some more of these clothes and wear em all the time."

"Whilst you air a-spreadin all this here stuff, you stand a darned good chance of bein spread some yourself!" sez Matildy. "Lay alongside and eat your breakfast and maybe when you hev stowed some grub your head will come back ter normal. Dont think thet I am a-weakenin ner thet I am beginnin ter like them outlandish clothes. Taint that at all, but I hev allus been told ter humor crazy folks and I mistrust thet you hev hed a touch of insanity. Twouldn't be noways strange if you did fer I've heard thet your granther's second wife went crazy, so its liable ter run in the family."

All through breakfast she raved jest like that and all the time I kept a-tellin of her thet the theory wuz a-workin fine and that I wouldnt change them clothes fer money. I wuz beginnin ter think, though, thet mebbe I hed gone in too strong, fer whilst I had made her fergit all about the weather, she waant feelin cheerful by a darned sight and she waant doin nothin ter make me feel cheerful neither.

Waal, we hed a darned good breakfast in spite of all the arguments and after we hed got things cleaned up, Matildy sez ter me, sez she: "Now you better shift that air glad raiment of yourn, fer I aim ter do a leetle mite of work and I want you should help me fer a spell. Likelys not you might git them clothes dirty or somethin. I calate ter clean out that little cupboard in the attic."

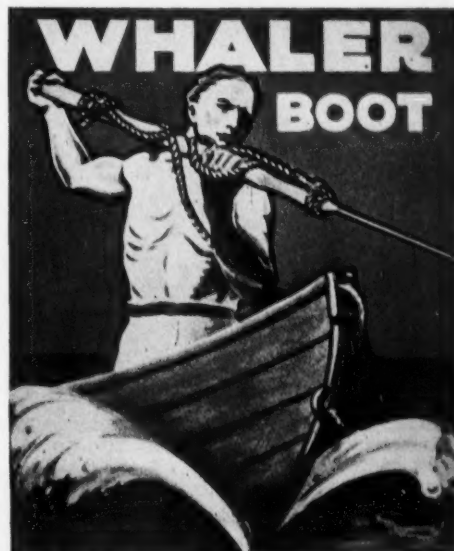
"Now why in fer Godfrey's sake should you pick on a Sunday ter do that job?" sez I. "Waal," she went on ter explain thet thar wuz a lot of preserves and jellies and whatnot thet hed ter be stowed below and thet some other stuff hed ter go aloft ter make room and thet thar wuz some hurry bout it and I dont know what-all, so I sez: "Alright, I dont care a cuss, come on, lets turn-to and clean your devilish closet out and then mebbe I kin read my papers in peace."

"Yes, of course," she sez, "and you kin go on a-spreadin that air joy and bliss of yourn without no interruption too. It dont seem ez if you air a-spreadin quite ez thick er fast ez you wuz a spell ago," and she kinder grinned like a blue shark when he sees a school of mullet.

Thar waant scurely anything in that closet but a few old blankets and a couple of boxes of books. They wuz ruther heavy fer Matildy but it waant no work fer me ter move em. I took them things all out in jest a few minutes and put the boxes where Matildy wanted em. Twuz over so quick thet I begun ter feel better right off, and sez I: "By Godfrey, Matildy, Sunday jobs most allus make me lose my temper, but I dont feel noways upset bout this one and I lay it all ter this color scheme in my clothes. Colors is the secret of happiness," sez I, "and I aim ter dye my cat-boat sail bright blue."

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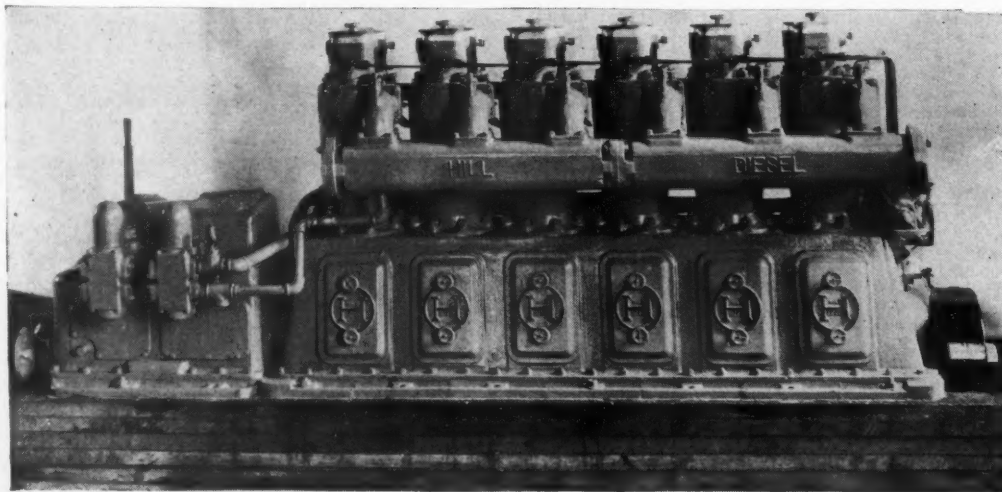
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"Waal," sez she, "seein as how you feel so good natured I wish you would jest step out on the piazza roof and shake them blankets before I stow em away again. Taint rainin none right now, and if you dont let em fall, they wont git wet and neither will you. I shouldnt hev asked you only you seem ter invite it, and you kin lay that ter your red shirt, too, if you want to."

"Alright," sez I, and I picked up the three or four blankets and histed the winder and stepped out on the back verander roof, puttin a stick under the winder ter hold it up.

I shook out the blankets and folded em up some sos ter keep em from gittin wet, and twuz becuz of hevin my arms pretty well filled, I calate, thet I handled em clumsy and swung round with the one I wuz shakin, hittin the stiek thet wuz under the winder and knockin of it out. The winder come down with a bang, but it didn't break no glass.

In a couple of minutes more I hed finished the blankets and wuz ready ter come aboard, but I couldn't git that winder up, die ner live. I tried ter git a grip with my fingers and I tried ter pry it with my jack-knife, but twaant no use, she wuz swelled and stuck. And then it begun ter rain agin.

I knocked on the winder, but Matildy hed gone below and couldn't hear me. I tried some more ter hiiat that winder, but she wouldn't budge, and the rain come harder and harder until it wuz jest a-smokin on top of that piazza and fallin hull water. In lessen five minutes I wuz soaked ter the hide and my shoes wuz full and runnin over. Honest ter Jonah, being overboard waant a circumstance ter that wettin I got.

Finally Matildy showed up and when I knocked on the winder she opened of it up and let me come aboard.

"Its jest like you ter git ketched out like that," she sez. "Git out of this and go somewhere else ter drip."

"And its jest like you ter run off when you've got somebody aloft and leave em ter git ketched," sez I. "I'd oughter drip all over the cussed place jest for spite!"

"Why," sez she, "I am all took aback! What hez made you come about so sudden? Where's all that joy and happiness thet you wuz a-goin ter spread and how come thet

you air thinkin of this weather er the rain thet hez fell? Hez something gone wrong with your theory or dont it work when its wet?"

"If you waant a onnatteral wife and a cold-blooded critter all round, you might help me ter git clear of these cussed wet clothes instid of standin by a-makin fun of me like a blasted Kanaka!"

"Why, of all things," sez she, "you serprize me more and more every minute! I didnt hev no idee thet you wanted ter take them clothes off. You sed you wuz a-goin ter wear em all day in spite of the devil and I took you at your word. Course, if you want to change, I'll give you a hand."

Waal, I got dried off after a spell and got some dry clothes on, my regular outfit, this time, and after I hed sneaked out ter the barn and laid in a slug of grape wine I felt better. Matildy seemed ter feel better too and when we sot down ter dinner I never tasted a better roast duck in my life. Bime-by when them clothes wuz dry and I got em ter stow away I found thet the shirt hed shrunk so thet it wuz about right for a ten-year old boy. I never could wear it agin.

"Matildy," sez I, "did you leave me out on that roof a-purpose ter spile this shirt?"

"The idee!" she sez, "How did I know twuz goin ter rain? You wuz jest too much fer the elements ter stand, thats all. You'd better be careful, and next time wear a green shirt when you start ter spread sunshine on a rainy day."

But I haint so sartin. I know thet she wuz mad ez the devil and I know thet wuz onusual fer her to start a job on Sunday. Likewise I know thet she begun ter git good-natered the minit thet I got soaked through. I cant accuse her of plottin deliberate ter git me ketched in that shower, and I certainly cant say thet she hed anything ter do with makin it rain er shrinkin the shirt. All I know is thet it dont pay ter try any sich things around my place, not the way I did it anyhow, and I know too, thet everything piints ter a lot of cussed chicanery, only I cant prove it.

Hopin you air the same.

*Capt'n Josh.*

## The St. John Section

(Continued from Page 25)

men have allowed her to bid in the privileges at each yearly sale since her husband died, without competition. Mr. Lamoreaux was found dead in his motorboat while on a duck hunting trip up the St. John River. Mrs. Lamoreaux lives in Carleton, and is depending on the fishing for her livelihood.

Harry Belyea, of Carleton, is the only member of the Belyea family, one of Carleton's leading fishing families, to continue fishing among the city owned weirs and privileges this year. J. Fred Belyea, who has leased weirs and privileges from the city, in St. John harbor for many years, is out of the lineup this year. He is continuing in the fishing, but confining himself to his boats for seining salmon, gaspereaux, shad and herring. Hilton A. Belyea, who like his brothers, was in the St. John Harbor fisheries from early boyhood, is now located at Albany, N. Y., where he has been living for several years. While living in Carleton, he was active as an oarsman and ice skater, and competed for the Diamond Sculls on the English Henley course, and also for the American single sculls title. He was champion single sculler of Canada for a time.

In the death of Sylvain H. Poirier, of Shediac, that section lost one of its veteran fish producers. Mr. Poirier, who was 73 years old, had been engaged in fishing from boyhood, until about a year prior to his death, which occurred after a lingering illness. His father, the late Hypolite Poirier was a Shediac fisherman. Sylvain H. Poirier was one of the tallest fishermen in the Maritime Provinces. His height was six feet, 5 inches. Surviving are the widow, two sons, one daughter, two brothers and two sisters. The sons, Alban and Theophile, of Shediac, are fishermen. The brothers, Bruno, of Shediac, and Peter, of Grand Digue, are also engaged in fishing. The only daughter is Mrs. Amedee S. Gallant, wife of a fish buyer, at Shediac.

Several receptions have been held at St. Norbert and St. Paul, for Mr. and Mrs. Antoine Robichaud, of St. Paul, who were married several months ago. Mr. Robichaud is engaged in fishing.

An offer of \$100 for the recovery of the body of Mrs. Arthur Dever, of Fairville, brought a number of fishermen of Milford, Indiantown, Randolph, Kingsville and Pleasant Point into the search. Mrs. Dever fell from a wharf at Pleasant Point, used by the Indiantown-Pleasant Point ferry. She was accompanied by her husband, and the timely arrival of the ferry saved him from drowning, as he had jumped into the water in an effort to save his wife.

Mr. and Mrs. Joseph Martin, who were married recently at Baie St. Anne, have taken up their residence there, and several housewarming parties have been held among the fishing families for the couple. Mr. Martin is a son of Alexander Martin, a veteran fisherman of the Baie St. Anne section of the coast.

Aubrey and Herbert Calder, who own the Old Maid weir located near Welchpool, on Campobello Island, expect to soon start making repairs to this weir. The Calders live at Welchpool, the family being one of the leading fishing families at the mouth of Fundy.

Capt. George Simpson is getting ready to give his weirs their annual repairs. Capt. Simpson has a weir at Dipper Harbor, at which he spent much of last sardine fishing season. He has been spending the winter at his Deer Island home.

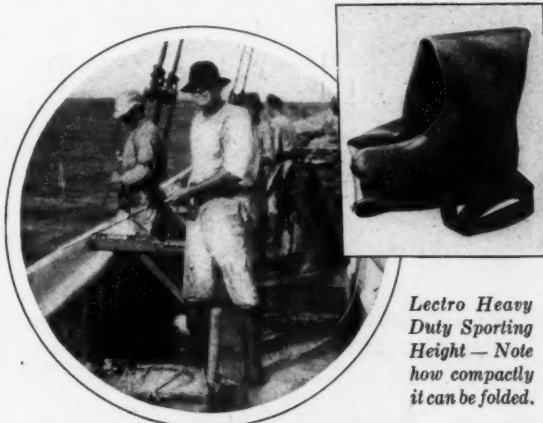
Since the word has gone around Grand Manan, Campobello and Deer Islands, and the mainland from St. Stephen to St. John, that Mr. and Mrs. Lemuel Benson, of Seal Cove, celebrated their golden anniversary, the couple have been receiving messages of congratulations from dozens of the fishing communities. The most pleasing part of the celebration to Mr. and Mrs. Benson was that all their children were able to be present, all being residents of Grand Manan. The daughters, Mrs. Harley Small, Mrs. Coleman Green, Mrs. Howard Zwicker, are wives of fishermen, and the son, Lloyd Benson, is also active in the fisheries. Scores of presents have been received by the celebrating couple. Despite his age, Mr. Benson continues fishing.

An article was recently published in Amusement Park Management, a monthly published in New York City, on Morton MacLaren, of MacLaren's Beach, near St. John. Mr. MacLaren has been a fisherman and weir owner for over 25 years. During the summer he operates a public beach and has done this for many years. He has several buildings at the beach including a house he had built for himself last year.

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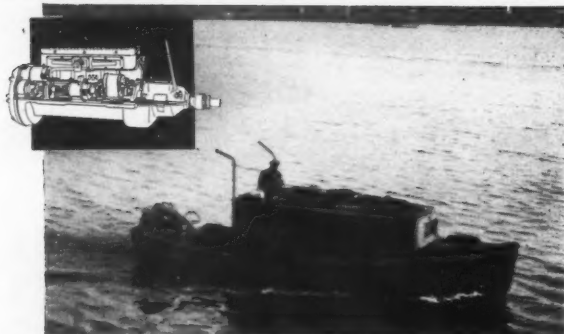


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## Gloucester Association

(Continued from Page 14)

The committee has filed its report and it is for the purpose of discussing this report with you and seeking your advice as to the proper procedure in following through our request for additional buoy markings that the board of governors of the Maritime Association desires such conference with you.

If you would kindly notify me where it would be convenient for you to meet with representatives from our association, I shall see that all arrangements at this end are made.

Very truly yours,

L. J. HART, Secretary.

The committee attending the conference was Kellogg Birdseye, Chairman of the Maritime Association; Capt. Edward A. Proctor, President of the Master Mariners' Association; Capt. Charles Nelson, Eugene F. LaFond and Gerry Shoares, the latter three comprising the committee appointed by the Maritime Association some time ago to make a study of the project.

Manager Hart was also present at the hearing in the afternoon and in the morning appeared in behalf of House Bill 743 which was presented before the committee on Constitutional law and which specifically asks that Congress be memorialized in favor of the use of Massachusetts granite in the construction of Federal buildings within the Commonwealth.

### Cape Pond Ice Co. Buys Plant at the Fort

Announcement has been made by officials of the Cape Pond Ice Co. of the purchase of all land and buildings, title to which was previously held by the Fort Company, a company organized to carry on the fresh fish business at the Fort.

Located at the corner of Harbor Cove, and embracing considerable territory, the location is admittedly one of the best along the entire water front for the carrying on of the fish business, and also the manufacture of ice. For some time past, overtures have been in progress not by the ice company alone, but by others for the purchase of the Fort Company's property. But it was not until a short while ago that the owners of the property, William T. Gamage of this city and Charles H. Hastings of Lynn, decided to sell to the Cape Pond people.

### Deck Swept Clean by Huge Comber

With her decks swept clear of dories and equipment, the result of being boarded by a big comber, which carried away all before it, the fishing schooner *Louise B. Marshall* of this port, arrived at the Fish Pier, Boston, January 30 after a week's cruise to Brown's Bank off Nova Scotia.

Capt. John Marshall, brother of the owner, J. Manuel Marshall, declared he was glad to be out of the storm, because of the fact that with the dories lost, his vessel was without means of escape for the 28 men of the crew in the event that abandonment might have been necessary. The schooner rode out the gale safely and also weathered the last night's blow reaching a safe haven at the Fish Pier.

### Three Master and Dragger in Crash

The dragger *Marietta B.* was in a collision with the three-masted schooner *Mina A. Mado* of Nova Scotia, in Boston Harbor, January 6. Both craft were damaged, but the crew of the *Marietta B.* escaped when the bowsprit of the schooner went through the pilot house of the fishing boat, by ducking. The *Marietta B.* returned three hours later to the pier, her pilot house a wreck and damaged on the starboard side.

### Returned to Port to Land Man Hurt by Cable

The auxiliary fishing Boston schooner *Irene and Helen*, returned to the Fish Pier, January 5 to land Joaquim De Seter, a member of the crew, who was injured the day the vessel arrived on the fishing grounds. A steel cable on the otter trawl snapped and struck him on the right side of the face. He was rendered unconscious and sustained severe lacerations and a possible fracture of the jaw.

### Sale of Nancy II Vacated

An opinion in an admiralty case has just been handed down by the United States Circuit Court of Appeals in which that court vacates the decrees of the United States District Court in accepting a bid of less than the appraised value of the schooner *Nancy II*, libelled several months ago, by the Parkhurst Marine Railway Company of Gloucester.



## Improved Type of Seed-Oyster Collector

**A**DDITIONAL details for the construction of a so-called egg crate or partition type of seed-oyster collector are provided by H. F. Prytherch, who has been engaged during the past summer in experiments with these collectors in Connecticut and Long Island. These collectors satisfy the requirements of being cheap and practicable, obtainable in large quantities, and of collecting oyster spat in such a way that the seed oysters can be readily separated after attachment.

The new type of seed collector consists largely of a thin coating of shell-like material upon a paper base that will disintegrate as the spat grow or that will allow for separation from the collector when the set is shifted to growing grounds. Collectors of this type were first devised by Mr. Prytherch in 1923, and described in Bureau of Fisheries Document No. 961, Experiments in Artificial Propagation of Oysters. At first, ordinary egg crate partitions with various coatings were used, including paraffin covered with a coarse layer of sand, tar, or asphalt with ground shell or sand, and more recently lime and sand or lime with sand and cement.

The partitions that were used in Milford Harbor, Conn., and Great South Bay, Long Island, during the past summer were made of 22 interlocking strips of waterproof cardboard 15 inches long, 1½ inches wide, and one twenty-fifth of an inch thick. A single assembled partition collector consists of 100 inner closed compartments surrounded by a row of 44 partially inclosed spaces, giving a total collecting surface of approximately 1,000 square inches.

The partitions were coated by dipping them quickly into a vat containing a mixture of quicklime, sand, and cement mixed with either fresh or sea water to a consistency of thick cream. After being allowed to drain, they were set aside for several days until thoroughly dry. The mixtures used varied from a proportion of 2 parts quicklime, 2 parts cement, and 1 part fine sand to 1 part hydraulic or Portland cement, 1 part quicklime, and 2 to 4 parts ordinary beach sand. The coating should preferably be one thirty-second of an inch or less in thickness and of sufficient hardness and strength as to make the partitions rigid enough for stacking and handling. For the collectors that were planted in Great South Bay in 8 feet of water, a coating of equal parts cement, quicklime, and sand, approximately one thirty-second of an inch thick, was found very satisfactory. For the ones that were planted in Connecticut on tidal flats and exposed to wave action, the coating was made slightly heavier and harder by using cement in the mixture. The most uniform coating was obtained by dipping the partitions twice in a more watery mixture so as to give them two very thin coats, the second of which was applied after the first had set but was still moist. In Great South Bay, 1,000 partitions were tested out by the Bluepoints Co., and 1,000 in Milford Harbor by the Connecticut Oyster Farms Co.

The detachment of spat from the South Bay collectors was in some instances automatically brought about by disintegration of the collectors, but in most cases required hand labor. The partitions were broken up by tearing apart each cardboard strip, by hitting the collectors against some solid object, or by slipping a broad, sharp knife under the spat or cement. The loss of spat from these operations ranged from approximately 2 to 5 per cent, and depended largely upon the concentration per square inch. Spat which are growing vertically to the surface of the partition can be separated easily with minimum loss. Those that are lying flat are difficult to detach without injury and should be planted by tearing the partition into squares at each joint. Though the present methods of spat detachment and separation are comparatively crude, they demonstrate that seed oysters can be successfully removed from such collectors when a few months old.

A comprehensive report on improved methods for the collection of seed oysters is in process of preparation by the Bureau of Fisheries.

### I. B. Gage

**I.** B. Gage, M. D., of Bucksport, Maine, long known to ATLANTIC FISHERMAN readers as "The Fisherman's Doctor", died on February 1. He had been in poor health for some time, being confined in a Portland hospital. He will be missed by a host of friends—those who knew him personally and those who came to know him through his column.

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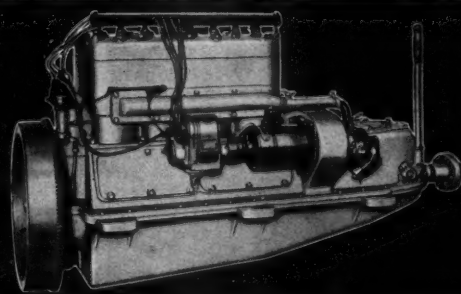
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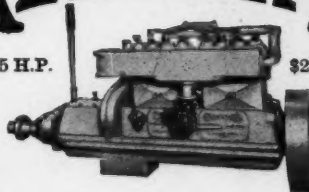
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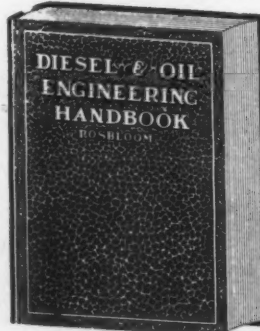
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## Looking Back Over a Century of Weighing Developments

**Increasing Use of Weight as a Basis of Valuation in  
Commerce and Industry Began Just a Century  
ago When Thaddeus Fairbanks Invented  
the Platform Scale**

**S**CALES of today are made in special designs to fit the particular requirements of every industry. In practically every phase of the production schedule from raw material to finished product the question of accurate weight plays an important part. From the multitude of special weighing machines used in every industry today to the steelyard of ancient times is a far cry. From the earliest days there was no improvement until the dawn of the machine era when in 1830, Thaddeus Fairbanks invented the platform scale from which all modern scales are direct descendants.

With the present wide application in all industries the early history of scale development is interesting in that it shows what may come out of small beginnings.

It was in 1815 that Major Joseph Fairbanks moved from Brimfield, Mass., to St. Johnsbury, Vermont, and set up a grist mill and saw mill on the banks of a little creek that ran through this old Vermont town. His sons, Erastus and Thaddeus had even broader visions and established a wheelwright and foundry business and then developed into manufacturing saws, pitchforks, cast iron plows and stoves; in about the year 1830 the "hemp craze" as it was called, struck Vermont and the farmers expected to make substantial fortunes in raising hemp instead of corn. Contracts for making hemp dressing machines were awarded to the Fairbanks Brothers. The question now arose—How was the hemp to be weighed? The old steelyard was of little use for this service and so Thaddeus conceived the idea of constructing a huge steelyard beam suspended from a high frame with chains to grapple the axle of the cart. An approximate weight was thereby obtained by a slow and laborious process.

Thaddeus studied the problem and finally conceived the idea of supporting the platform upon an A shaped lever with the tip of the lever connected to the steelyard by a rod. Though not suspected by Thaddeus at the time, he had revolutionized all weighing methods and at that moment the steelyard of old Rome took its departure.

From this small beginning the platform scale in all of its ramifications was developed until today the same principle is in use whether in a health scale, a scale for weighing fish, or the ponderous scales used for weighing the largest railway locomotives.

A new spirit of industry was being born in the early part of the nineteenth century and Thaddeus Fairbanks had caught that spirit. Typically American and with all the ingenuity that is traditionally associated with the New England Yankee he set out on an undertaking that has carried his name and the idea for which it stands into the remotest corners of the earth.

The original designs of Thaddeus Fairbanks have had the greatest influence upon all scale building in the world ever since the first patent was granted. Consider the construction of the familiar portable platform scale which can be seen today in every store and factory. All scales of every make are built along the same general lines and no changes in general appearance have been made in a hundred years. It is a wonderful tribute to the St. Johnsbury inventor that an absolutely new design, made a hundred years ago, should continue unchanged through all these years.

Self-indicating or dial machines have been the most recent development in scale making and the St. Johnsbury factory of Fairbanks, Morse & Co., now makes them in capacities from 50 to 40,000 lb. Leonardo de Vinci who lived in the fifteenth century, is credited with inventing these scales, drawings of them in his note books having been preserved.

The pendulum mechanism has proven much more accurate and serviceable than the springs that were once used, while the double pendulum gives the most accurate results. Dial scales and automatic weighing eliminate to a great extent the human element and it may be safely predicted that there will be a great extension of this method of weighing.

Fairbanks-Morse has been allied with the fishing industry since the time when Thaddeus Fairbanks sold hemp that was made into cordage used by pioneer fishermen. Then came the scales for weighing fish, and now Fairbanks-Morse Diesel Engines which supply power for modern fishing vessels.

### Industrial Institute Acquires 300 acres at Toms River, N. J., for Diesel Training Station

A TRACT of 300 acres of land, south of Toms River, N. J., bordering along Barnegat Bay, has been transferred to the Industrial Institute, Inc., 26 Court St., Brooklyn, N. Y., as the site for the world's first Diesel Training Station. Immediate expenditures, entailing approximately \$2,000,000.00, for planning and erection of buildings has been decided upon, it is reported. Facilities will be available for 3000 students. The institution aims to strictly train men along practical lines. Terms will be from 6 months to 3 years. Opening of the institution will be on October 15th this year.

### Atlas-Imperial Diesel Engines

INSTALLATIONS recently completed or now in course of completion include the following engines sold by the Eastern Division of the Atlas-Imperial Diesel Engine Co., 115 Broad Street, New York City.

*Serina II*, oyster boat, Captain Carl Tobiasen, Atlantic City, N. J., 70 H. P.

*Babe Sears*, fishing schooner, Capt. Joseph Sears, Gloucester, Mass., 200 H. P.

*Elvira Gaspar*, fishing schooner, United Fisheries Co., Gloucester, Mass., 200 H. P.

*Olivia*, oyster boat, Capt. Harry Brettman, Atlantic City, N. J., 50 H. P.

*Ariel*, freighter, Capt. Arthur A. Rowland, Bridgeport, Conn., 200 H. P.

*Dixie*, cruiser (twin screw), Robert Barbour, New York City, 160 H. P.

*Del-Mar-Fa*, freighter, W. E. Valliant & Co., Baltimore, Maryland, 120 H. P.

Tanker, Norris Hillis Oils Co., Boston, Mass., 60 H. P.

*Comanche II*, party fishing boat, Capt. Joseph Moravec, Brooklyn, N. Y., 70 H. P.

*Hamer*, tug, W. H. Gahagan, Inc., Brooklyn, N. Y., 110 H. P.

*Edna Fae*, fishing schooner, Capt. Herman Tysver, Gloucester, Mass., 90 H. P.

*Wallace M. Quinn*, menhaden fishing boat, Wallace M. Quinn, Crisfield, Maryland, 180 H. P.

Lobster carrier, Martin Minnisch, Kennebunkport, Maine, 120 H. P.

*Evelyn G. Sears*, fishing schooner, Capt. Antone Sears, Gloucester, Mass., 140 H. P.

*Miramar*, yacht (twin screw), W. B. Armstrong, New York City, 240 H. P.

*Annie E. Edwards*, oyster schooner, Robert Ferguson, Port Norris, N. J., 70 H. P.

*Irene & Helen*, fishing schooner, Capt. Matthew S. Sears, Gloucester, Mass., 200 H. P.

### National Association

AT the annual meeting of directors of the National Association of Engine and Boat Manufacturers held February 20 at the Hotel Commodore, New York, the following officers were re-elected to serve for the ensuing year:

President—Henry R. Sutphen, (Elco Boat Works).

1st Vice President—John J. Amory, (Consolidated Shipbuilding Corp.)

2nd Vice President—Charles A. Ciqui, (Sterling Engine Co.)

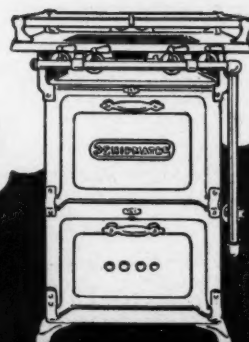
3rd Vice President—John B. Farr, (Kermath Mfg. Co.)

Treasurer—Everett E. Palmer, (Palmer Brothers).

Secretary—Ira Hand.

Mr. Sutphen has been an officer of the Association since its first election on July 16, 1904, at which time he was elected 3rd Vice President. He served in this capacity until March 22nd, 1907, when he was elected 1st Vice President, holding that office until his election as President, March 1, 1918, in which capacity he has served the industry ever since.

## Home Cooking at Sea!



# SHIPMATE

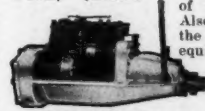
With a SHIPMATE aboard, the question of the galley range is settled for all time. Experienced sailors know that a SHIPMATE provides all the convenience of the kitchen range at home whether you want to burn coal, wood, briquets, oil or gas.

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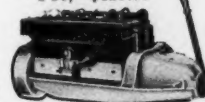
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**Model "Four-25"**. 4-cylinders, 3 1/4" x 4 1/4", 130.4 cu. in., with built-in Paragon clutch and reverse gear, built-in ball thrust bearing, starter, generator, distributor, flame arrestor and drip pan; full pressure lubrication; designed for all-day running, and plenty of hard work. Price ..... \$389

Also built without clutch and reverse gear, but with the same built-in ball thrust bearing, and the same equipment as above, 31" long, weight 375 lb. \$229

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**Model "Six-40"**. The shortest, lightest, lowest (above center of shaft), sturdiest Six in its power class. Big crankshaft, big bearings, 3 5/16" bore x 3 3/4" stroke. 50 1/4" overall. A power unit of amazing smoothness. A genuine buy at ..... \$445

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**Standard Motor Norfolk Representative**

**H**ARRY Waite is now representing the Standard Motor Construction Company of Jersey City, N. J., in Norfolk, Va. His address is 305 W. Indian River Road, Berkley, (Norfolk), Va. Mr. Waite is an experienced Diesel engineer who has operated engines in both pleasure and commercial boats of various sizes, has had considerable sales experience, and has also worked in the Standard factory. He is peculiarly well fitted to service as well as sell Standard Diesel and gasoline engines.

**R. A. MacLean Joins Sargent, Lord & Co.**

**R**ALPH A. MacLean who for the past seventeen years has been employed with The Linen Thread Co., Boston, Mass., has become a member of the firm Sargent, Lord & Co., 10-12 Commercial Wharf, Portland, Maine.

**Standard Gas Engine Co., and The Barker  
Factory, Inc.**

**J**OINT announcement is made by the Standard Gas Engine Company, Dennison & Kings Street, Oakland, Calif., and The Barker Factory, Inc., of Norwalk, Conn., that the former concern has taken over Pacific Coast distribution of the new Ford engine converted for boat service by the Barker marine conversion equipment.

The Standard Gas Engine Company is manufacturer of the Frisco Standard line of heavy duty marine engines, and is in close touch with the marine trade in the territory. They also have their distributing organization handling Hamilton transmissions and Tandem Wheel units with other accessories for Ford cars and trucks. The Barker conversion equipment not only rounds out their marine line by giving the Standard Company another power plant in a different class, but also links their Ford and marine trades.

The Barker Factory, Inc., has specialized for a number of years in the manufacture of marine conversion equipment for Ford engines, introducing in 1929 a complete, standardized set of marine equipment for the new Ford Model A engine.

**Link-Belt**

**T**HE Link-Belt Company, Indianapolis, Indiana, announces that Link-Belt distributors will now carry both silent chain drives and roller chain drives, (wheels and chain) in stock for immediate delivery. This is in line with the general movement of manufacturers toward better distribution, in accordance with the simplification program being carried out by the Department of Commerce, and will obviate delays in installing and repairing equipment.

**John J. Amory**

**T**HE death of John J. Amory occurred on Wednesday evening, February 26th.

Mr. Amory was one of the original incorporators of the National Association of Engine and Boat Manufacturers, was its first President and continued in this office from July 16th, 1904 until March 1st, 1918. Following a serious accident in 1918 Mr. Amory was continued in office as First Vice-President of the Association which title he held until his death. He was continuously a member of the Executive Committee of the National Association since the inception of the organization and since 1918 has been Chairman of its Exhibition Committee.

Mr. Amory was President of the Consolidated Shipbuilding Corp., previously known as the Gas Engine & Power Co., and Charles L. Seabury & Co., Consolidated. He was an active member of the Society of Naval Architects and Marine Engineers, the National Association of Engine and Boat Manufacturers, Inc., the Society of Automotive Engineers, and was also a member of the following clubs: New York Yacht Club, Larchmont Yacht Club, Columbia Yacht Club and Engineers' Club. He was born in Fond du Lac, Wis., in 1856 and in 1886 he joined the then Gas Engine and Power Co., as Secretary and Treasurer.

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### FOR SALE

Two oil engine driven electric generators, 110 volts each, 15 kw., and one steam driven 10 kw., 110 volts. Thomas H. Brown, 25 Beaver Street, New York City.

### FOR SALE

Boat for sale, 63 feet overall, 15.4 beam, draws 5 feet, 45 h. p. C. O. Has some flounder gear. Price reasonable. United Sail Loft, Inc., Gloucester, Mass.

### FOR SALE

Gas screw boat extra heavy double hull, perfect shape throughout, 55 feet long, 11 feet wide, 4.3 feet deep, elliptic stern, one mast, with fine living quarters, fish hole in centre, will carry about forty thousand pounds fish, powered with 150 horsepower Van Blerck motor, almost new. Economical on fuel, very sturdy sea going vessel. White Lobster Co., Inc., 222 North Broad St., Trenton, N. J.

### NORTH STAR

Fishing schooner *North Star* for sale. Length 47', beam 14' 3", draft 7'. Complete swordfish gear, dories, dragging gear. Boat and gear in good condition. Is dragging at present. Fred Gamache, Jr., Point Judith, R. I.

### FOR SALE

28x36 Red Wing motor, run two seasons in party boat. Just overhauled and new Robert Bosch Magneto installed. Replaced by larger motor. Price \$300. William T. Rose, 122 Mechanic St., Portsmouth, N. H.

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